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General Plan

City of Beverly Hills, California

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GENERAL PLAN
Transmittal No. 1 - Item No. 9
May 30, 1980

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Land Use

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Note: On May 17, 1977, by Resolution No. 77-R-5639, the Beverly Hills City Council adopted pages 1 through 12 of this document.

LAND USE ELEMENT ABSTRACT

There are several policy issues identified in the Land Use Element:

1. The general land use pattern of Beverly Hills should remain as it now is.

2. The emphasis of the Element is on areas likely to change. The goal is to insure that if change occurs, it will be in a manner consistent with the quality and objectives of the community.

3. A major problem raised by the Element is to resolve transitional conflicts which occur between abrupt changes in land use or intensity of use within Beverly Hills or between Beverly Hills and neighboring jurisdictions. (Further efforts to develop an effective program for such areas have already been initiated.)

4. The underlying objective of the Element is to maintain and enhance those qualities which contribute to the long-term stability and desirability of residential and nonresidential areas of Beverly Hills.

The Element proposes the following:

1. Residential areas should remain similar in character to those which now exist. The City should consider allowing "somewhat higher" densities for housing to serve specialized needs such as those of the elderly.

2. The permitted intensity of commercial area development should remain as it now exists, although it may be well to consider allowing higher densities in certain "anchor" locations. Transitional conflicts resulting from the juxtaposition of commercial and residential uses should be mitigated through a program which would provide adequate buffers between conflicting uses.

3. Parking programs and standards should be upgraded as needed to be responsive to the unique needs of specific areas and/or specific types of uses.

4. A "Plan Area" should be designated in the Industrial Area. This area should have development standards which encourage public open space and encourage corporate headquarters uses, general office uses, and service commercial uses to the extent that those uses are designed to be compatible

with the City's municipal service uses and the public utility uses in the area. (Amended by Resolution No. 94-R-8872, 1-18-94)

5. With appropriate safeguards and aesthetic controls, the City should consider expansion of its opportunities for oil extraction.

A variety of implementation devices were outlined. These are summarized in Section 3. of the Element.

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1. IDENTIFICATION OF LAND USE ISSUES AND OBJECTIVES.

1.1 Long-term Stability.

In general, each of the land use issues is directed toward the enhancement and maintenance of the long-term durability and stability of the community. A plan which would accomplish this must recognize the unique qualities of the community, and with it, the factors which enhance the uniqueness as well as the factors which jeopardize them.

Beverly Hills is fortunate in that it is able to serve a variety of residential and commercial demands in a manner and combination which is difficult to duplicate elsewhere in the Los Angeles area. Consequently, as long as Beverly Hills is able to provide an alternative not available elsewhere, it will endure.

The characteristics which contribute to the special opportunities available in Beverly Hills include:

- The City's key location with respect to major professional and managerial centers of employment.
- The wide range of high quality services, such as police, fire and education.
- The quality of the physical environment, such as its extensive network of trees and landscaping, relatively unmarred by overhead utilities.
- The scale of the community, which fosters a sense of place and identity rather than a sense of anonymity.
- The pride of its residents and businesses, as reflected in many ways, such as the architecture, landscaping and overall concern for the welfare of the community, as evidenced in the wide-ranging commitments to participation in community affairs.

- The character of its business community, as reflected in the quality and diversity of its stores, hotels, restaurants and offices.

- The exceptional qualities of its housing stock which offers a variety of housing and neighborhoods rarely found elsewhere.

These characteristics which have been so vital to the community's success in the past, form the basis for its planning objectives in the future. Accordingly, those objectives which can be achieved through the General Plan and the Land Use Element are reflected in the accompanying plan map.

Aside from the issues of change which face the community as new development occurs and new demands are placed upon the City, it is equally important to recognize that the process of maintaining the quality of life is a dynamic one. The City's programs must be able to recognize and respond to the problems which typically affect Cities, such as deterioration of its older housing stock, obsolescence or loss of competitive ability of commercial areas, rising costs and overburdened services and facilities, and increased problems of accessibility and parking.

Through its policies and programs, therefore, the City must provide the opportunity and incentives, within the guidelines of the City's objectives, which will encourage private investment in the regeneration and redevelopment process, using such devices as the "in-lieu" parking program. In those instances where private investment cannot directly achieve municipal objectives, such as the provision of centralized parking for commercial areas, then the City should take the initiative and responsibility to make it happen.

1.2. Areas to be Considered for Changes in Use and/or Intensity.

- Areas of additional development potential.

  There is a substantial amount of area zoned for R-4 which is now of relatively low density and which has the potential to be developed to substantially greater densities under existing code. It is conservatively estimated that the potential net additional dwelling units which can be added is upward of 1,500 units. Each of these areas must be developed in an orderly manner.

Development standards should be revised, so that they are based less on absolute, universally applicable standards and more on formulae incorporating performance standards and permitting flexible solutions. Development standards for higher density structures should satisfy the individual open space, design quality and aural privacy needs of apartment dwellers as well as satisfying the community desire for a spacious and green streetscape.

- Areas of limited development potential.

There are areas of the community which consist predominantly of strip commercial uses. These areas are located outside the Business Triangle and are characterized by varying degrees of vitality and obsolescence. The role of these strip commercial uses with regard to the community's long-term objectives and with respect to their surroundings needs to be more adequately defined.

Depending upon the specific location, it may be appropriate for commercial development to be concentrated and encouraged in certain parts of these areas and discouraged from others. The area of primary concern is along Wilshire Boulevard east of the Business Triangle.

- Areas of alternate use development potential.

Certain nonresidential sections of the community, notably (but not limited to) the Industrial Area, have been periodically identified as desirable locations for alternative uses, as a matter of both public policy and private interest. It is recommended that the Industrial Area be planned for municipal and pedestrian oriented commercial uses including offices with an emphasis on single tenant buildings and retail uses consistent with the quality and environmental characteristics of the City and its neighborhoods. Such planning should encourage the integration of convenience commercial uses and residentially-related community services. Current zoning permits commercial and/or industrial use. Since current regulations may permit a wide variety of alternative uses, it will be necessary to identify a range of uses and intensities which should be permitted in these areas and to initiate activities to

assure that park and municipal facilities desired by the City will be available to the City. (Amended by Resolution No. 94-R-8872, 1-18-94)

1.3. Area of Transitional Conflict.

These are areas of abrupt change in land use or intensity, physical or environmental characteristics, which might precipitate an erosion of quality along this interface because of conflicting characteristics.

Such areas of conflict are characterized by traffic and parking problems (such as commercial parking or traffic within single family neighborhoods), competing space demands, (such as the pressures for development and the conflicts with adjacent uses), visual impacts (such as high-rise office buildings adjoining low density, single-family residential uses).

1.4. The Scale of the City.

Although implicit in any discussion of the future of the City, the importance of scale must be underscored. As long as the City is able to regenerate itself within the general framework of the existing scale, it will offer an environment which is becoming increasingly unique in the Westside.

With few exceptions, the City is characterized by residential and commercial buildings which do not overpower or dominate the visitor or the resident. By virtue of the individuality which such smaller scale permits, the Business Triangle has continued to draw and hold the interest of the casual pedestrian, as well as the shopper, while the residential area has the character and charm which results from variety and diversity.

The sense of place which is enhanced by the scale of the City (and which depends on a variety of other features, such as the architecture, landscaping, traffic and streetscape in general) is an endangered resource in urban America, as it must constantly strive to avoid lapsing into stagnation on one hand, or yielding to the pressures for intensified development on the other.

2. RECOMMENDATIONS AND DEVELOPMENT CRITERIA FOR LAND USE.

The following Land Use Element map (see Map 1) identifies the general locations and intensities of uses in accordance with the objectives stated above.

For purposes of defining the floor area ratios (FAR) used on the Land Use Plan, floor area ratios should be defined in accordance with Section 10.3.127 of the Beverly Hills Municipal Code. The definition of "site area" to be used in calculating the floor area ratio should be "site area" as defined in Section 10-3.172; however, the definition of "site area" may be limited where the use of the definition of site area in Section 10-3.172 may result in use of a site which would result in a transitional conflict.

2.1. Residential Areas.

It is proposed that the existing range of intensity of residential development be maintained, thereby permitting an estimated additional 1,500 multiple family dwelling units, which would represent an increase of approximately 16 percent in the number of existing multiple family units. It is also recommended that the range of residential densities in single family residential areas remain as they are.

It is also recommended that the City explore the need for, and the advisability of permitting somewhat higher residential densities in multiple family areas to facilitate the provision of housing to serve the specialized needs of such groups as the elderly.

2.2. Commercial Areas.

It is proposed that the basic commercial zones throughout the City be permitted to develop within the existing framework of permitted intensity. This would effectively avoid many of the problems of conflict which have occurred along zone boundaries, as described in the identification of land use issues under the topic of "areas of transitional conflict."

In those areas where conflicts already exist due to the abrupt change in character or spillover effects of commercial uses onto adjacent residential

areas, methods should be sought to mitigate existing problems through appropriate mechanisms such as landscaping and screening, use of selected residential parcels to provide park buffers with the possibility of underground parking to serve the adjacent commercial areas, and the development of consolidated parking facilities to serve commercial areas deficient in parking, or commercial areas which have no alley access to the rear and would require numerous curb cuts if parking were provided on individual parcels.

It is also recommended that certain anchor locations be set aside to permit development of a higher intensity type of development which is not otherwise provided in the community. These areas should be located so as to be accessible from the City's major shopping areas and close to the City's major streets.

The character of the pedestrian-oriented retail shopping areas which are typified by a variety of retail shops with displays to attract and hold the interest of pedestrian shoppers should be preserved, protected and enhanced to ensure the continuity of the pedestrian experience. (Amended by Resolution No. 80-R-6218, 8-19-80.)

The anchor locations should encourage unified development oriented towards and along Wilshire Boulevard planned to complement the scale and character of adjacent residential areas. In addition, development of the anchor locations should incorporate measures to enhance streets, sidewalks, and roadways in order to encourage pedestrian circulation between these areas and the Business Triangle. (Amended by Resolution 91-R-8448, 9-24-91.)

Retail service commercial establishments which satisfy the needs of neighborhood shoppers should be encouraged, particularly in areas close to residential uses where adequate parking for the commercial uses can be provided. (Amended by Resolution No. 80-R-6218, 8-19-80.)

2.3. Parking.

Generally speaking, the ratio of parking required for commercial uses tends to be adequate. Further exploration and refinement should be part of an ongoing process to assure that parking requirements and standards are responsive to

the particular needs of specific areas or special types of uses, as such needs are defined.

Parking for commercial uses which are to be located in structures between commercial and residential areas should not exceed 40 feet in height when located on residential parcels specifically designated for such transitional use between commercial and multifamily residential uses.

2.4. Plan Area.

This area should have development standards which encourage public open space and encourage corporate headquarters uses, general office uses, and service commercial uses to the extent that these uses are designed to be compatible with the City's municipal service uses and the public utility uses in the area. (Amended by Resolution No. 94-R-8872, 1-18-94)

2.5. Circulation.

As a related but separate element to be considered on its merits, a variety of recommendations to enhance the overall quality of land use within the City were set forth.

Among these were proposals to protect the quality of residential areas by discouraging through traffic which finds its way into these areas.

The Circulation Element also proposed that major improvements to the transportation network which would facilitate the movement of through traffic and separate it from local access traffic be made only if there were adequate land use controls throughout the entire region through which the transportation corridor passes. This would insure that such improvements would not precipitate a new wave of uncontrolled development which would in turn neutralize the effects of the transportation improvements.

2.6. Waste Disposal.

As it has done in the past, the City will continue to use the regional refuse disposal facilities available at Mission Canyon or at a suitable alternative

location. Liquid waste is disposed of at the Hyperion Outfall facility under contract with the City of Los Angeles and this pattern should continue.

2.6.1 Siting of Hazardous Waste Storage, Treatment, and/or Disposal Facilities (Amended by Resolution No. 90-R-8200, 8-14-90.)

That document known as the Los Angeles County Hazardous Waste Management Plan including all appendices thereto which was approved by the State Department of Health Services on November 30, 1989, in response to Chapter 1504 of the 1986 State Statutes (AB 2948, Tanner), as amended, is hereby incorporated by reference and shall, along with California Health & Safety Code Sections 25202.5(b) and (d) provide the criteria for siting of hazardous waste storage, treatment, and/or disposal facilities. Nothing in this incorporation by reference shall limit the City's ability to attach appropriate conditions to the issuance of any land use approval of a hazardous waste facility in order to protect the public health, safety, or welfare, or the City's establishment of more stringent planning requirements or siting criteria than those specified in the County Plan.

2.7. Areas of Transitional Conflict Along the City's Borders.

Although the Land Use Element recommends methods whereby future transitional conflicts may be minimized within the City's borders, the areas of transitional conflict along the city boundary between adjacent municipalities continue to be an uncontrolled problem. Due to the magnitude and proximity of such development as has taken place in Century City, the benefits of planning processes in Beverly Hills may be more than offset by the increased traffic and other environmental impacts which result. To a lesser extent, this problem exists along the eastern boundary where there are such conflicts as the spillover effect of parking onto Beverly Hills streets.

Since much of the effectiveness of the planning process within Beverly Hills is contingent upon corollary efforts throughout the region, it is only through a system of regional coordination and cooperation that the full benefit of the planning process can be achieved. It is recommended, therefore, that efforts toward this objective be begun in earnest.

2.8. Oil Drilling.
(Amended by Resolution No. 78-R-5908, 11-8-78.)

With proper safeguards and aesthetic controls, the City should consider expansion of its opportunities for oil extraction.

Such expansion would be appropriate in conjunction with the oil extraction operation at the High School, as it may utilize the economic opportunity to stimulate modification of the operation to maintain high levels of safety and environmental sensitivity.

In addition, other opportunities for slant drilling and for oil extraction in the vicinity east of City Hall should be explored, especially if such opportunities can be coordinated with redevelopment of these areas, so as to offset municipal costs for redevelopment and to minimize potential disruption.

3. AN OUTLINE FOR IMPLEMENTATION.

Many of the proposals contained in this Land Use Element reflect consideration of the Citizens' Committee Report which was adopted in June, 1974, and other General Plan elements, which have either been adopted or are under consideration. On balance, the Land Use Element reflects a lower intensity of use than was recommended in the General Plan adopted in 1967.

In order to implement the Land Use Element, the following steps are recommended:

- Review and revise the City's zoning regulations as may be needed to implement the objectives of the Land Use Element.

- Prepare a new section of the Zoning Ordinance to reflect the proposal for a planned development area.

- Explore ways in which the existing railroad spur in the proposed planned development area can be integrated into the overall land use and design of the area.

- Alternative locations and criteria should be explored for possible relocation out of the area or consolidation within the area of the existing public service facilities located in the Industrial Area.

- Explore methods whereby a recreation area could be assembled within the planned development area.

- Explore the possibility of providing buffers between commercial and residential areas where inadequate buffers exist.

- Explore opportunities to strengthen the process of regional cooperation and coordination.

- Explore opportunities to use local, State and federal financial resources in support of the City's objectives.

- Review existing codes and modify as needed so as to provide additional incentives to the private sector to achieve the objectives of the Plan through private development. Redevelopment sponsored by the City should also be explored, but as a last resort, when private interest is either lacking or inadequate to achieve the City's objectives.

- There should be a continuing effort to public information and education through such groups as the Municipal League, League of Women Voters, and the Chamber of Commerce to assure that the Plan reflects changing community needs as circumstances dictate, and to develop a broader base of participation to assist in the implementation process.

- Incorporate recommendations which require municipal financial participation for capital improvements into the City's capital improvements program.

4. EXISTING AND HISTORIC LAND USE PATTERN.

Table 1 and Map 2 summarize the existing (1974) Beverly Hills land use by general categories and compare them to the land use patterns that existed in 1947 and 1964. .(Previous land use surveys were done for Beverly Hills in 1947 and 1964.) (See next pages.)

Most of the City is developed in residential land uses (72 percent of the total). Of this, almost all (74.4 percent of the total) is in single family, detached dwelling units. Commercially developed land (which includes offices and services) contains 9.7 percent of the total. Other land uses occupy only minimal amounts of land.

By comparing the land use patterns ascertained in the 1964 and 1974 studies, the following conclusions can be drawn:

- There was a slight increase in the number of single family dwellings in 1974 which accounted for most of the use of the City's undeveloped land. Most of this was concentrated in the Trousdale area.

  There was a very slight increase in the percentage of multifamily land use since 1964. The small amount of vacant acreage available for this purpose was primarily in the Maple-Oakhurst-Third area.

- The commercial category shows increases because commercial uses have replaced industrial uses in the City's "industrial area."

- A slight change has taken place since 1964 within the category of educational facilities because one facility (Hawthorne School) added additional acreage to their playground.

- The amount of land used for public and quasi-public category has increased since the 1964 survey; this change reflects the development of the Beverly Hills Library and parking lot, Beverly Hills Municipal Court Building, two post office facilities and the expansion of the utility companies in the area.

- Since 1964 the acreage of parks in Beverly Hills has increased. This is because of the addition of the Estate of E.L. Doheny, Jr., "Greystone," and several "Vest Pocket" parks throughout the Beverly Hills area.

- From 1964 to 1974, the amount of vacant land has decreased, especially north of Sunset Boulevard.

TABLE 1

Summary of Land Uses in Beverly Hills, 1947, 1964, and 1974
(Net acres)

	1947 b/		1964 c/		1974 d/		1947-1974 b/d/
	Acres	Percent	Acres	Percent	Acres	Percent	Percent Change
Residential							
Single Family	1,451.6	59.7	1,916.3	69.5	2,053.0	74.4	+41.4
Multiple Family	192.7	7.9	222.2	8.1	229.6	8.3	+19.1
Commercial	148.7	6.2	253.0	9.2	267.4	9.7	+79.8
Industrial	27.7	1.1	20.0	0.7	3.9	0.1	-85.9
Educational	N.C.	N.C.	52.8	1.9	53.4	2.0	N.C.
Public and Quasi Public e/	64.7	2.7	27.2	1.0	33.5	1.2	48.2
Parks	49.7	2.0	58.3	2.1	73.5	2.7	+47.8
Religious, including schools, etc.	N.C.	N.C.	6.5	0.2	6.5	0.2	N.C.
Vacant Land	496.8	20.4	202.0	7.3	38.2	1.4	-92.3
Total	2,431.9	100.00	2,758.3	100.00	2,759.0	100.0	+13.4

Sources: See footnotes b/, c/, and d/.

N.B.: The City of Beverly Hills has increased in size by 0.664 acres since 1964. Thus, the changes which took place were internal; and with the primary exception of changes in land use within the industrial area, most of the changes took place on undeveloped land.

N.C. Not calculated

a/ For the 1947 and 1964 studies, gross land uses were figured, and the area of streets, etc., were subtracted from them. Land uses were calculated in the 1974 study, i.e., the area of streets, etc., were not included in the original figures.

b/ Source: Harland Bartholomew and Associates, A Report Upon Streets, Parking, Zoning, City of Beverly Hills, 1948.

c/ Source: Eisner-Stewart and Associates, Inventory of Land Use, 1964.

d/ Source: Beverly Hills Department of City Planning, Original field Work, 1974.

e/ All figures include utilities for purposes of comparison.

Housing

1998-2005 Housing Element

General Plan

City of Beverly Hills, California

HOUSING ELEMENT

of the

GENERAL PLAN

City of Beverly Hills

January 1, 1998 - June 30, 2005

Beverly Hills City Council

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MeraLee Goldman, Vice-Mayor
Thomas Levyn, Councilmember
Les Bronte, Councilmember
Linda Briskman, Councilmember

Beverly Hills Planning Commission

Stephen Webb, Chair
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Director of Planning & Community Development

Mahdi Aluzri
Deputy Director of Planning & Community Development

Audrey Arlington
Senior Planner

The 1998-2005 Housing Element of the Beverly Hills General Plan was adopted via Resolution No. 01-R-10809 on July 19, 2001, by the Beverly Hills City Council.

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Housing Element
1998-2005

1. INTRODUCTION.

The Housing Element is one of seven, State-mandated elements for a community's General Plan. The specific requirements of Government Code Section 65583 for the Housing Element appear in the Appendices and include:

- An assessment of housing needs and an inventory of resources and constraints relevant to meeting identified housing needs;
- A statement of goals, quantified objectives and policies relevant to maintenance, preservation, improvement and development of housing for all income groups; and
- A schedule of actions to implement the policies and quantified objectives through appropriate zoning, regulatory incentives and federal, State and local subsidies as are available.

Unlike other elements of the General Plan, State law requires that the Housing Element must be reviewed every five years and sets out the schedule for regions throughout the State. The current update requires a planning period for January 1, 1998 through June 30, 2005. The goals and objectives of the City's last Housing Element update covered the period through June 30, 1999, and provided information on activities related to housing through June 30, 1994. The City's housing activities since June 30, 1994 are described in Appendix 5.2. The extent to which the future housing need identified in the 1999 Housing Element has been met is described in this update.

The City's updated Housing Element was developed through a process which built upon the 1967 General Plan, its subsequent amendment between 1975 and 1979 including the adoption of the 1978 Housing Element, the 1985 Goals Committee report, the 1990 Affordable Housing Committee report, the 1989-1999 Housing Element, the City's 24-year experience as a participant (through the Los Angeles County Community Development Commission) in the federal Community Development Block Grant (CDBG) program of the Housing & Community Development Act of 1974, and the public workshops and hearings which were conducted to receive citizens' views on housing policies. Organizations representing a broad spectrum of community interests (homeowners, renters, elderly persons, business community, religious groups, nonprofit service agencies, etc.) were invited to attend the workshops which were held to solicit input and explain the process and requirements for updating the Element. Notice of the workshops was published and posted on the City's website. The workshops were held in the day and evening to facilitate attendance.

1.1. Characteristics of Population, Households and Housing, and Summary of Housing Needs.

A survey of the City's household characteristics is necessary to determine population trends, household composition and size, age, income, overcrowding and the extent of households with special needs. These characteristics and trends can indicate planning and housing needs necessary to the formulation of housing policy. The information contained in the 1998-2005 Housing Element, unless otherwise cited, is from the 1990 U.S. Census of Population and Housing, although more recent data, when available, is included.

1.1.1. Population.

The City's population has remained relatively stable, although declining by three percent between 1970 and 1980, and again by 1.2 percent between 1980 and 1990. The latest estimate by the State Department of Finance (DOF) of the City's population as of 2000 was 35,096.* The 1990 Census figure is not directly comparable to the 2000 DOF estimate due to the differing data sources involved, however the DOF's 2000 figure represents a substantial increase of 9.8 percent over the 1990 Census count. It is reasonable to assume that the increase between 1990 and 2000 is smaller than indicated by these figures if it is assumed that any decennial census enumeration undercounts the population to some extent. The 2000 Census data is not yet available.

The City's 1990 racial composition was largely homogeneous (91 percent White) although there was considerable variety in ancestry and countries of origin. A slightly larger percentage of Beverly Hills residents were foreign born (35 percent) in 1990 than in Los Angeles County as a whole (33 percent). An indication of the community's diversity is the fact that 46 percent of the pupils in the Beverly Hills Unified School District have English as a second language and these students have 39 first languages other than English. Notwithstanding this variety, the Census reported that over 95 percent of the population speaks only English or speaks it "well" or "very well."

The City's population continued to be considerably older than the County, State and nation. The median age in 1990 was 42.5 as compared to 30.8 for the County, 31.7 for the State, and 33.0 for the nation. The proportion of children under the age of 19 was under 19 percent, compared with approximately 29 percent in the County, State and nation. The proportion of people aged 65 or more was just over 20 percent, compared with 10 to 12 percent in the County, State and nation. There were some interesting shifts in the

* State Department of Finance estimate as of January 1, 2000.

composition of age groups in the City between 1980 and 1990, most notably the increases in the numbers of very young children and young adults, as well as the decline in the numbers of older children. Compared to the 1980 Census and given the household composition in the City, it does not appear that these figures necessarily represented an increase in the numbers of family households, but rather a small baby "boomlet" which has been mirrored in the experience of the Country. Between males and females, the male age group 25-34 increased the most dramatically, by almost 73 percent since 1970. Increases in the number of people aged 75 or more were significant as well. The Beverly Hills Unified School District is projecting no significant growth in enrollment during 2000-01 through 2002-03.

1.1.2. Household Characteristics.

The City's household sizes have decreased over time. The 1990 Census indicated that the population per household was 2.19 compared to 2.91 Countywide, however the DOF 2000 estimate shows an estimated population per household of 2.38 compared to 3.09 for the County, a substantial increase that, like the DOF population estimate, may to some extent be the result of differing data sources. In 1990, a significant characteristic of households in the City was the high percentage -- over 38 percent -- of single-person households, 69 percent of which were women. Only 30 percent of households were comprised of three or more persons. Approximately 31 percent of all households were headed by people aged 65 or older. In 1990, the City had 14,564 households and 8,024 families. (In the Census, a "household" is simply the occupants of a single dwelling unit, regardless of their relationship; a "family" is a household where two or more members are related by blood or marriage and where there may or may not be other members who are not related to any other member.) Less than 16 percent of all households were comprised of married-couple households with children. Single parent households with children comprised five percent of all households and nine percent of all families.

A relatively small number of units were considered over-crowded in the 1990 Census, 4.5 percent, compared to 19.2 percent in the County. The 1999 Regional Housing Needs Assessment estimates that in 1998, there were a total of 531 households experiencing overcrowded conditions.*

Annual income levels in 1989 for households, families and non-family households were:

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* Overcrowding is defined as more than 1.01 persons per room.

	Households	Families	Non-family Households
Median	$ 54,348	$ 83,272	$34,446
Mean	121,396	171,446	58,122

The median household income was the 17th highest in the County, and was considerably higher than the County median of $34,965. There are significant differences in household income levels within the community. Among families, income levels are lowest for family households headed by women with children and are highest for married couple families with no children. Over 28 percent of households had annual incomes less than $30,000 and 20 percent had incomes in excess of $150,000.

In the 1990 Census, approximately 28 percent of all households, 3,972 households, were considered to have "lower" or "low" incomes, i.e., annual household income did not exceed 80 percent of the County median adjusted for household size. Compared to the County, a relatively small percentage of the population had incomes below the much lower federal poverty level. A total of 2,105 people (6.6 percent of the total persons), 971 households (6.7 percent of the total households) and 338 families (4.2 percent of total families) had incomes below the federal poverty level. Among poor households, 40 percent were headed by a person aged 65 or more. Among poor families, 37 percent were married-couple families with no children, and 52 percent were families with children.

The 1999 Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments estimates that in 1998, there were a total of 3,913 households in Beverly Hills with incomes that do not exceed 80 percent of the Los Angeles County median ($51,300) adjusted for household size.

1.1.3. Housing Characteristics.

Approximately 90 percent of the City is zoned for residential use. A map showing the location of areas zoned for single family and multifamily residential use is found on page 5 of the Land Use Element. In areas zoned for multi-family residential use, the average existing (built) density is approximately 39.7 units per acre. In single family residential areas, existing (built) densities average 2.8 units per acre, however this average reflects considerable variation in single family lot sizes.

In the 1990 Census, of the total units of all types in the City, 56 percent were renter-occupied and 44 percent were owner-occupied. Of occupied condominiums, 74 percent were owner-occupied and 26 percent were renter-occupied. Approximately 55 percent of the population lived in owner-occupied units (single family houses and condominiums), and 45 percent lived in renter-occupied housing (single family houses, rental apartments and condominiums).

There were a total of 15,890 dwelling units as of January 1, 2000 and approximately 62.9 percent were multifamily residential units and 37.1 percent were single family detached units.* City records indicate that approximately 82 percent of the multifamily residential units were apartments and 18 percent were condominium units.

The housing stock is older than that found in the County, and reflects the City's established, built-up condition. In 1990, over 35 percent of the housing stock was built before 1940 as compared to 13 percent in the County. Over 50 percent was built before 1950. The median year built was 1949. The condition of the housing stock is generally quite good, despite its age, and no instances are known where major structural rehabilitation or replacement is required.

In the 1990 Census, the vacancy rate of for-sale units was under one percent and for rental apartment units was fewer than four percent. In the January 1, 2000 State Department of Finance estimate, the vacancy rate was 7.37 percent citywide, however this is felt to be high, with the actual vacancy rate closer to the October, 2000, Post Office estimate of 2.5 percent for all residential units (rental and for-sale).

Owner housing in Beverly Hills is very expensive. A document published by the Southern California Association of Governments (SCAG) on the median cost of owner housing in 1990 placed Beverly Hills owner housing at the top of the list of the 188 local governments in the six-county SCAG region, despite the much lower ranking of the Beverly Hills median household income level which was not included among the list of cities with the ten highest median incomes. It is important to note that over 95 percent of owner housing (including condominiums) fell into the open-ended "$500,000 or more" category in the Census (as compared to 11.6 percent for the County), which means that little is known about actual median housing costs from the Census, other than the fact that relative to other areas they are very high. Recent surveys of the cost of rental housing and owner housing were taken to supplement this

* State Department of Finance estimate.

information, however the extent to which actual housing costs paid by renters and owners correspond to the cost of units which were on offer is unknown.

A local survey* was taken of the sold prices of single family houses by Census Tract. The survey indicated that in 1999, of the six Census Tracts (see Map 1 for Tract boundaries), Tract 7009.01 had the lowest median sold price for a single family house: $650,000. The Tract with the highest median sold price for a single family house was Tract 7007 at $2,150,000. The lowest 1999 recorded single family sale in the City during this period was $505,000 and the highest was $6,300,000.

Condominium sale prices were also surveyed. The lowest median 1999 sales price in a Tract for a condominium unit was $320,000 (Tract 7009.01) and the Tract with the highest median price was Tract 7008 at $425,000. The lowest recorded 1999 single condominium unit sale price was $130,000 and the highest was $890,000.

The 1990 Census indicated that 42 percent of all renter-occupied units rented at the open-ended category of "$1,000 or more." A local survey conducted in 2000 of apartment rentals indicated an average rent of $1,300 for a one-bedroom unit, $1,980 for a two-bedroom unit and $2,700 for units with three or more bedrooms.

1.1.4. Summary of Housing Needs.

Due to the high cost market area in which Beverly Hills is located, it is common for households to pay a much higher percentage of income for shelter than the 30 percent which has been considered a prudent rule of thumb for housing expenditures. Pursuant to State law, the Element addresses itself to the housing needs of all residents in all income groups; however, the needs of those with lower incomes who pay more than 30 percent of household income for shelter in an area with some of the highest owner and renter costs in the County and the entire region are of special concern.

State law (Government Code Sec. 65584) requires that the regional planning agency, the Southern California Association of Governments (SCAG), prepare a "Regional Housing Needs Assessment" (RHNA) for each jurisdiction to identify <u>existing</u> lower income households paying more than 30 percent of income for shelter, and the <u>future</u> housing needs of all income groups (based on growth

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* Compiled from Board of Realtors' Multiple Listing Service Sold Book for the period January 1998 through June 2000. Survey does not reflect sales which were not reported to this source.

projections for the planning period), adjusted to avoid impaction of existing lower income areas in the region. "Lower income" is defined in the RHNA and in this Element as household incomes not exceeding 80 percent of the Los Angeles County median income of $51,300.

The adopted RHNA covers a 7.5-year planning period of January 1, 1998 through June 30, 2005. The RHNA indicates that of the total 3,912 existing lower income households, the numbers which are paying more than 30 percent of income for housing is 2,989, or 76 percent. Of these, 2,425, or 81 percent, are renters and the balance are homeowners.

The RHNA indicates that 256 additional housing units are projected to be needed for all income groups for the July 1, 1998 - June 30, 2005 planning period, and of these, 70 percent were needed for moderate to high income households and 30 percent for low and very low income households.

Housing Elements must include an analysis of any special housing needs which may be present in the community, such as those of the handicapped, elderly, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter (Government Code 65583(a)(6)). In attempting to identify special needs as well as the more general need of lower income households for more affordable housing, it should be noted that there is much more information available from the Census on households which are below the federal "poverty" level as compared to the much higher numbers of households considered to be of "lower income;" it is unknown the extent to which the characteristics of poor households correspond to those of all lower income households. It should also be borne in mind that even households with "moderate" incomes (80 to 120 percent of County median) will experience significant difficulties in obtaining housing which is "affordable" to them given the cost of shelter in the City.

In Beverly Hills, the existing "special needs" households include the elderly, particularly the elderly with mobility limitations; poor single parent households with children; poor single persons; and poor married-couple households without children. (There are a small number of homeless persons and no farmworkers.) In addition to serving the City's total housing needs, the five-year Housing Program endeavors to particularly assist these groups considered to be in greatest need.

1.1.5. Response to Housing Needs: 1998-2000.

Since the previous Housing Element update, and during the period January 1, 1998 through June 30, 2000, many activities have taken place that attempt to

respond to the housing needs of the community, particularly the needs of senior renters. These are summarized below and described in greater detail in Section 2.

A legislative program has included implementation of a second units ordinance, a reduction in the minimum unit size required for efficiency units, development of a proposed ordinance that would permit conversion of space in existing multifamily residential buildings to units restricted to seniors, and initiation of a study that may result in an expansion of the residential development potential by permitting units in mixed residential-commercial structures in commercial areas. A number of programs have been implemented that are intended to reduce the land use conflicts between strip commercial areas and the adjacent residential neighborhoods.

During January 1, 1998 through June 30, 2000, a total of 90 existing dwelling units occupied by very low or low income households received rehabilitation work under the City's Handyworker program.

Assistance in the form of the Senior Homeshare and Senior Case Management programs was provided during this period to 426 persons of all incomes, with a majority of these persons at or below 80 percent of Los Angeles County median income. A total of 380 Section 8 rental certificates (both project-based or Section 8 Existing) were issued or annually recertified during this time. Most of these certificates are project-based and are used by the residents of a 150-unit HUD Section 202 senior housing project.

Assistance to homeless persons was provided in the form of grants to service agencies for assistance with counseling, meals, medical needs, etc. Grants were provided to two nonprofit organizations to partially fund two homeless shelters constructed as interjurisdictional efforts. An outreach program to contact and provide assistance to homeless people on the street was implemented.

The City provided other services such as a lunch program at the City's Senior Center, senior peer counseling, transportation services to seniors and a variety of child care services through the City's Recreation and Parks Department.

A total of 217 residential construction permits were issued during 1998-99.* This represents 85 percent of the 256 units of the total "future need" assigned to the City in the RHNA for the January 1, 1998 - June 30, 2005 planning period. Given the housing market in the area, these units are presumed to be affordable only to "above moderate" income households, and while they fulfill 100 percent of the 139 future needs units of the "above moderate" income households, they cannot be counted toward the 117 future needs units of households with incomes at the "moderate" level and below.

The City is an entirely built up urban area and forms part of, and is surrounded by the larger, built up urban area of western Los Angeles County. The total remaining residential development potential in the City from vacant lots, and from the net theoretical redevelopment potential under existing zone standards, is sufficient to accommodate the future needs allocation of the RHNA. The total remaining development potential is estimated at approximately 5 additional single family residential units and 909 additional multifamily residential units.

1.2. Community Housing Goals, Policies and Objectives.

Since adoption of the City's 1989-1999 Housing Element, programs and actions have been initiated which have supported implementation of the goals of that Element. (A summary of housing-related activities since 1994 may be found in the Appendices.)

Implicit in the reexamination and formulation of the City's housing goals for the 1998-2005 period is the understanding that Beverly Hills is a completely built up City, surrounded by part of a larger, highly urbanized housing market which is characterized by housing costs that are among the very highest in the six-county SCAG region, and low vacancy rates. The City's size, its limited development potential, the stability of its population, the age of its housing stock and the historic and market forces which have shaped the City's role in the larger housing market limit the types of changes in population characteristics and housing that can occur without disruption of the existing population. Therefore, the City's policies and programs are aimed at achieving a balance between meeting identified specialized housing needs, expanding the choices in types of housing available, and preserving the stability and viability of its residential areas.

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* March 28, 2000 Memo to Southern California Association of Governments' Community Economic and Housing Development Committee from SCAG Regional Housing Needs Assessment Staff re "Building Permits to Date -- Construction Industry Research Board."

The goals of the 1998-2005 Housing Element reaffirm and expand upon the goals of the 1989-1999 Element and include:

Goal 1. Maintain the community's housing stock; preserve the viability and stability of residential neighborhoods.

Goal 2. Maintain, preserve and seek opportunities to expand rental housing affordable to lower income households, including the elderly, young households, households with children and single parent households.

Goal 3. Maintain the general scale and character of the City through directed revitalization. Include in the review of any proposed revisions consideration of the City's history, its evolution to its current character, and what the residents' future housing needs may be.

Goal 4. Expand the variety of housing product on a limited basis beyond single family detached, rental apartment and condominium units.

1.3. Summary of Housing Program.

The City's housing program was designed recognizing that housing goals can occasionally conflict. For example, in attempting to meet a goal of revitalization and renewal of older neighborhoods, a portion of existing affordable housing stock, which may be affordable precisely because it is older and perhaps lacking in the more modern amenities, may be threatened. Conversely, the program also recognizes that activities undertaken to support one policy can and often do overlap and reinforce others.

It is also recognized that the housing discrimination laws in the nation and State preclude discrimination in favor of any group except the elderly. (Qualification on the basis of lower income is permitted as well.) The needs of other groups such as single parent households or households with young children, as well as the needs of the elderly, may extend beyond simply being able to find suitable housing which is affordable on a lower income. The needs of such households may encompass a range of services beyond the scope of housing. To a limited extent, the housing program has been designed to identify the service needs of special groups as well.

It is anticipated that the housing program will be implemented by June 30, 2005. The agency responsible for the implementation of the housing program is the City of Beverly Hills Planning & Community Development Department. The

source of local funds to support implementation of the housing program will be from the City's General Fund and the Community Development Block Grant until such time as additional support is available from implementation of those programs which involve creation of a housing trust fund.

Goal 1: Maintain the community's housing stock; preserve the viability and stability of residential neighborhoods.

- Objective 1.1 Develop, continue and pursue programs to maintain and improve the physical condition of existing housing stock.

  - Program 1.1 Continue and expand federally funded Handyworker Program (minor repairs/improved security/mobility assistance for low income tenants and homeowners). The goal is to serve approximately 48 households per year; however, based on the actual total of 84 households served between July 1, 1998 and June 30, 2000, it is expected that approximately 210 households will be served between July 1, 2000 and June 30, 2005.
  - Program 1.2 Continue program under rent stabilization ordinances of investigation of tenant complaints about rent increases, service reductions, evictions, relocations and increase notices at a rate of approximately five per month, based on the actual total of 117 between July 1, 1998 and June 30, 2000. It is expected that approximately 380 tenant complaints will be investigated between July 1, 2000 and June 30, 2005.
  - Program 1.3 Continue program of enforcing property maintenance standards and investigating tenant complaints about property maintenance at a rate of approximately 23 per month, based on an actual total of 539 between July 1, 1998 and June 30, 2000. It is expected that approximately 1,380 tenant complaints will be investigated between July 1, 2000 and June 30, 2005.
  - Program 1.4 Continue to require that the exterior of vacated multifamily structures which will be demolished for condominium development are adequately maintained as a condition of extension of tentative map approval for the site. Explore feasibility of a program to encourage aesthetic maintenance standards for exterior yards and the front of residential structures.
  - Program 1.5 Encourage residential property owners to rehabilitate empty units using federal, State or local funds in exchange for limiting rent levels for target groups of low and moderate incomes.

- Objective 1.2 Stabilize older multifamily areas and at the same time renew selected areas.

  - Program 1.6 Review the scale and nature of existing multifamily residential development to determine whether development standards should be modified to encourage development in some areas, and protect the existing scale of development in others. In the event that residential zoning is proposed for the south side of North Santa Monica Boulevard east of Beverly Boulevard, a substantial setback and buffer from N. Santa Monica Boulevard should be incorporated.

  - Program 1.7 Continue study of parking-deficient multifamily residential areas; evaluate permit parking zones and overnight parking in areas of deficient off-street residential and non-residential parking.

- Objective 1.3 Continue to refine development standards for single family residential zones to assure compatibility of new, large development with established neighborhoods.

  - Program 1.8 Continue study of all aspects of the maximum zoning envelope for single family residential development, including standards for accessory structures (as distinct from secondary units), lot coverage, setbacks, basements, possible reduction in minimum unit size, etc.

  - Program 1.9 Develop standards for lots with substandard widths or sizes.

Goal 2: Maintain, preserve and seek opportunities to expand rental housing affordable to lower income households, including the elderly, young households, households with children and single parent households.

- Objective 2.1 Maintain and preserve existing housing affordable to lower income households.

  - Program 2.1 If funding permits, continue and if feasible expand the Handyworker Program which provides minor repair/improved security/mobility aids to lower income households. Continue priority scheduling of elderly, handicapped and single parent households. (See Program 1.1 for goals for the planning period.)

  - Program 2.2 Continue to monitor existing assisted housing (Section 202 project and Section 8 Existing/vouchers). Seek ways to increase access of qualified Beverly Hills residents to available rental support programs.

- Program 2.3 Continue to monitor the conversion or demolition of apartment units subject to Ordinance 82-O-1839 which limits the rate at which apartment units may be demolished or converted to condominium units. Evaluate the effect of this ordinance and make any appropriate changes.

- Program 2.4 Investigate legal ways of delaying demolitions of older apartment buildings until new projects approved for these sites are ready to be implemented, for example upon issuance of construction permits or funding.

♦ Objective 2.2 Expand supply of housing affordable to lower income households.

- Program 2.5 Encourage use by for-profit and nonprofit housing developers of available federal and State financing and tax credit programs for development of affordable housing. Promote utilization of City's existing density bonus, low income senior housing, second unit, and efficiency unit bonus ordinances. Consider permitting second units without a discretionary permit provided standards for size, parking, etc. are applied. Consider feasibility of permitting only one kitchen per dwelling unit in order to encourage creation of legal second units. Assist developers of low income housing by providing or encouraging use of such federal and State funding as is available (e.g., Community Development Block Grant, HOME funds, etc. See Appendix 5.7). Analyze feasibility of eliminating Park and Recreation tax and the Dwelling Unit tax for new units reserved for low and moderate income households.

- Program 2.6 Create a local fund to assist developers of housing affordable to lower income households. Possible methods of creating this fund could include requiring an in-lieu fee where commercial or residential redevelopment above some minimum size results in a net loss of residential units, or could include an inclusionary requirement on new, market rate multifamily residential development above some minimum size with the requirement met by a choice of development of low income units or an in-lieu payment to the housing fund. Review appropriateness of utilizing City-owned property for low income housing, possibly as part of a mixed use development.

- Program 2.7 Continue to use CDBG funds to support a Senior Case Management program which assists frail elderly persons to remain in their homes. The program served 125 persons between January 1, 1998 and June 30, 2000 and is expected to serve 250 persons between July 1, 2000 and June 30, 2005. The Senior Homeshare program that provides screened

referrals of prospective roommates to seniors who wish to share housing to reduce costs and increase companionship and sense of security, has served 301 seniors between January 1998 and June 2000, and is expected to serve 582 between July 2000 and June 2005. Consider reducing cost of certain City services for seniors with incomes not exceeding some preestablished level.

- Program 2.8 As funds permit, continue to provide support to organizations assisting the homeless through the provision of services and housing.
- Program 2.9 Revise the City's density bonus ordinance to bring it into compliance with recently enacted State legislation that includes conversion of office space to residential units as an eligible project. Allow reduction in parking standards for units reserved for elderly; permit one additional story above right of zone in some areas. Study providing additional incentives for set-aside units of three bedrooms to increase the supply of affordable units large enough for families. Revise zoning standards to permit replacement of free-standing garages of existing multifamily residential structures with garages with one or more additional dwelling units on the second story.

Goal 3: Maintain the general scale and character of the City through directed revitalization. Include in the review of any proposed revisions consideration of the City's history, its evolution to its current character, and what the residents' future housing needs may be.

◆ Objective 3.1 Maintain the general height and density limits, while permitting selected, limited increases in height or other standards to meet other objectives, provided such modifications result in development generally compatible with the surrounding area.

- Program 3.1 Permit a limited increase in maximum allowable heights, taking into consideration road width and other factors, in selected multifamily residential areas. Limited height increases can act to compensate for the propensity of developers to build less than the maximum number of units possible where large units are desired, so that the full development potential of sites may be achieved. Such areas could include:
  - Areas where existing two-story multifamily residential height limits abut three-story commercial streets: increase height limit to three stories (involving approximately 49 lots);

- Three-story areas currently surrounded by five- and four-story height limits (east of Maple Dr. north of Burton Way): increase to five stories (involving approximately 96 lots); and
- The area surrounded by commercial development and La Cienega Park (Hamilton, Gale and Tower Drives south of Wilshire Boulevard): increase the existing height limit to four stories (involving approximately 76 lots) .

♦ Objective 3.2 Revitalize older residential areas with new development which provides environments consistent with the character and quality of life generally associated with the City's single and multiple family residential areas.

- Program 3.2 Continue monitoring by the Architectural Commission of multifamily development to assure high quality design. By ensuring high quality design, the City hopes to lower effective housing costs in the longer term by reducing the need for costly maintenance, repairs, and upgrades after multifamily developments are occupied.

Goal 4: Expand the variety of housing product on a limited basis beyond single family detached, rental apartment and condominium units.

♦ Objective 4.1 Create a new single family residential zone: "single family attached."

- Program 4.1 Develop standards for a new single family residential zone (R-1A) in which attached owner units would be permitted in selected R-1 zoned areas, with standards to be compatible with existing R-1 standards, but which maximize open space and emphasize security. Such developments would require that a minimum of two lots be developed at the same time. In identified areas, include consideration of locating the new zone in such a way as to improve existing transitions between commercial and single family detached residential areas and border areas in locations where such adjacencies have been identified as a problem. Also study appropriateness of R-1A zone on substandard sized R-1 zoned lots. Analyze effect of the existence or lack of an alley separating commercial and residential land uses.

♦ Objective 4.2 Create a new multifamily residential zone: "townhouse."

- Program 4.2 Develop standards for a new multifamily residential zone (R-4T) in which dwelling units would be required to be constructed in the

townhouse style, i.e., units would be constructed side-by-side with no other units above or below. Consider feasibility of locating the R-4T zone in such a way as to encourage limited redevelopment of older areas. Initial study areas could include but not be limited to:

- The north side of Clifton Way between Arnaz Drive and Le Doux Road.
- Small, substandard sized legally nonconforming lots currently zoned for multifamily residential for which current R-4 development standards are inappropriate.
- N. Doheny Dr. between Wilshire Boulevard and Burton Way.

(Although the legally nonconforming lots were not inventoried, the potential rezoning of these R-1 zoned areas could result in a net increase of approximately 94 units.)

♦ Objective 4.3 Develop standards for mixed commercial and residential uses.

- Program 4.3 Develop standards for mixed residential-commercial structures, with and without low income housing components, including additional height, in areas currently zoned for commercial use and consider appropriateness of various areas, such as:
  - South side of Wilshire Blvd., east of Beverly Dr. (Between Stanley Dr. and LeDoux Rd., extend to north side of Charleville Blvd.)
  - Eastern area of Business Triangle.
  - South side of Burton Way (commercially zoned parcels).
  - Olympic Boulevard (commercially zoned parcels).
  - La Cienega Boulevard north of Wilshire Boulevard.
  - City-owned property where some or all of the residential units would be for lower income households.
  - East side of South Beverly Drive.
- Program 4.4 Develop new standards for and enact an ordinance which would permit and regulate home occupations in residential zones.

1.4. Implementation and Consistency with General Plan.

Implementation of the Housing Program will be the responsibility of the elected and appointed officials and administrative departments of the City of

Beverly Hills. The Housing Program identifies actions which are designed to be implemented by the city within the timeframe of the updated Element.

Pursuant to State law the provisions of all elements of the General Plan must be consistent, and subsequent to adoption, all new development undertaken by property owners and the City must be found in conformance with the General Plan. The seven mandated elements often overlap and are designed to be mutually supportive, particularly in the areas of housing, land use and circulation. The type, location and intensity of existing and future residential development described in the Housing Element, and the components of the implementation program of the Element are consistent with the community goals and objectives of the other elements of the General Plan.

2. ASSESSMENT OF HOUSING NEEDS AND INVENTORY OF RESOURCES AND CONSTRAINTS RELEVANT TO MEETING IDENTIFIED NEEDS.

2.1. Population Trends, Household Characteristics and Employment.

2.1.1. Population Trends.

2.1.1.1. Population.

The City's resident population has remained relatively stable over time, sustaining a steady increase, with a leveling off during the 1970s. The City's population has declined slightly in each decennial census since 1970; however the State Department of Finance (DOF) estimated that the total resident population was 35,096 as of January 1, almost ten percent higher than the 1990 Census count of 31,971 persons. DOF estimates are usually higher at the decennial point than the Census enumeration, possibly due to a Census undercount. In contrast, the Southern California Association of Governments estimates a 2010 population of 33,907 for Beverly Hills.* Table 1 shows the City's population as enumerated in the decennial censuses over the last thirty years and compares its population changes with those of neighboring cities, Los Angeles City, and Los Angeles County.

Table 2 indicates that 53 percent of the residents lived in the same house in 1985. Movement within the County is comparable to movement of the County's population overall, with approximately 83 percent of both the City's and County's residents residing in Los Angeles County in 1985.

It should be noted that the resident population figures do not include transient hotel guests who are lodged in the City during the night. Based on hotel room tax records, there may be approximately 1,000 to 1,500 overnight hotel room occupants.

The City is part of a major regional employment center. Estimates of the peak daytime population vary considerably and may be in excess of 150,000 persons. Daytime population includes employees of private, public and quasi-public employers, shoppers, professional clients, hotel guests who are in the

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* Source: SCAG, Preliminary RTP Forecasts Update, February 2000.

TABLE 1

Total Population, Selected Jurisdictions

Jurisdiction	1960	1970	Percent Change 1960-70	1980	Percent Change 1970-80	1990	Percent Change 1980-90	2000a/	Percent Change 1990-00
Beverly Hills	30,817	33,416	+ 8.4	32,367	-3.01	31,971	-1.2	35,096	+ 9.8
Santa Monica	83,249	88,289	+ 6.1	88,314	+0.03	86,905	-1.6	98,528	+13.4
Culver City	32,163	34,541	+ 7.4	38,139	+10.04	38,793	+1.7	42,776	+10.3
West Hollywood	b/	b/	b/	b/	b/	36,118b/	b/	38,913	+ 7.7
Los Angeles City	2,479,015	2,811,801	+13.4	2,966,850	+ 5.50	3,485,398	+17.5	3,822,955	+9.7
Los Angeles County	6,038,771	7,032,075	+16.4	7,477,503	+ 6.02	8,863,164	+18.5	9,714,931	+9.6

a/ State Department of Finance estimate, January 1, 2000
b/ West Hollywood was incorporated by a 1984 vote of its electorate.
Source: 1960, 1970, 1980, 1990 U.S. Census of Population and Housing.

TABLE 2

Residence of Population in 1985

Residence Location	Beverly Hills	Los Angeles County
Same House	52.8	47.2
Different House (same County)	29.9	35.9
Different County (same State)	2.7	3.9
Different State:		
Northeast	2.5	1.1
Midwest	1.4	1.1
South	2.1	1.6
West	1.3	1.3
Other U.S.	<0.1	<0.1
Other Country	7.2	7.8
Total	100.0	100.0

Source: 1990 U.S. Census of Population and Housing STF-3/P43.

City during the day, City residents who remain in the City during the day, and persons driving through.

2.1.1.2. Ethnicity and Ancestry.

The City's racial composition is largely homogeneous and has remained stable although the variety of ancestries and countries of origin is considerable.

The City's population is predominantly White although there has been a slight decrease in the relative proportion of White persons to persons in all other racial categories. Table 3 compares the City's racial components with those of the County's for 1990, 1980 and 1970. The relative proportion of Black, Asian and Other is significantly higher and the White percentage significantly lower on a Countywide basis.

The Hispanic count in the Census is not a racial category and while Hispanic persons were enumerated, they are also components of any of the racial categories. Table 3 also indicates that the City's relative percentage of Hispanic persons was substantially lower than that of the County.

TABLE 3

Ethnicity of Population For Beverly Hills and Los Angeles County, 1970, 1980 and 1990

	Beverly Hills						Los Angeles County					
	1990		1980		1970		1990		1980		1970	
Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number
White a/	91.3	29,182	94.1	30,467	98.0	32,751	56.8	5,035,103	67.9	5,073,617	85.4	6,006,499
Black	1.7	543	1.5	500	1.0	348	11.2	992,974	12.6	943,968	10.8	762,844
American Indian	0.2	59	0.1	38	--	14	0.5	45,508	0.6	48,120	0.4	24,509
Asian	5.4	1,745	2.4	787	0.8	290	10.8	954,485	5.8	434,850	2.5	178,335
Other	1.4	442	1.8	575	0.2	63	20.7	1,835,094	13.1	976,948	0.9	59,888
Total	100.0	31,971	100.0	32,367	100.0	33,416	100.0	8,863,164	100.0	7,477,503	100.0	7,032,075
Hispanic	5.4	1,725 b/	4.2	1,356	5.6	1,857	37.8	3,351,242 b/	27.6	2,066,103	18.3	1,289,311

a/ 1970 Census included Asian Indians in the White category, and the 1980 and 1990 Censuses included Asian Indian in the Asian population.

b/ In 1990, 42 percent of the Beverly Hills Hispanic population was Mexican, Puerto Rican and Cuban and 58 percent was Other Hispanic, as compared to 70 percent and 30 percent, respectively, in the County.

Source: 1970, 1980, 1990 U.S. Census of Population and Housing, STF-1.

Table 4 indicates the detailed racial and Hispanic composition of each Census Tract in 1990.

A slightly larger percentage of Beverly Hills residents were foreign born (35 percent) in 1990 than in the County as a whole (33 percent). Of the total foreign born population, 38 percent arrived in the U.S. prior to 1975, 40 percent between 1975 and 1984, and 22 percent after 1985. Of these Beverly Hills foreign born residents, 58 percent were not U.S. citizens in 1990, or 20 percent of the total population. In the County, 73 percent of the foreign born residents were not citizens in 1990, or 24 percent of the total population.

An examination of ancestries indicates that ancestries of Beverly Hills residents are quite diverse. Census data indicate that over 33 percent of residents reported "Other Groups," "unclassified" or "unreported" for their ancestries. Of total residents, almost 15 percent reported Russian ancestry, 7 percent German ancestry, seven percent Polish and six percent Hispanic. The remaining 31 percent reported a wide range of ancestries.

Although many different first languages are spoken by Beverly Hills residents, over 95 percent of the population speaks only English or speaks it "well" or "very well" according to the Census. Among households, 65 percent indicated that English is the language spoken at home, 22 percent speak "Other" languages at home, nine percent speak Spanish, and four percent speak Asian languages at home.

Data provided by the Beverly Hills Unified School District for 1999 indicates that 46.2 percent of the school pupils in the District have English as a second language. Of these pupils, those who were fluent in English comprised 38.9 percent of all students while those with limited English were 7.3 percent of all pupils. Farsi is the primary language among these pupils, or 24.7 percent of all students, with the remaining pupils speaking many different languages. Of the remaining, the largest components were students who speak Hebrew, Spanish and Korean as a first language (3.1, 3.7 and 4.7 percent of all students, respectively), although languages from all over the world were also represented (Russian, Mandarin, French, Japanese, Cantonese, Italian, German, Taiwanese, Tagolog, Portuguese, Romanian and many others). Some 39 first languages other than English are represented in the District's pupils.

TABLE 4

Race and (Hispanic Origin) By Census Tract, 1990

City of Beverly Hills

Race	Census Tract 7006	7007	7008	7009.01	7009.02	7010	Totals
White	5,179	3,047	7,502	2,984	5,540	4,937	29,189
	(338)	(234)	(184)	(143)	(127)	(173)	(1,199)
Black	30	58	170	24	105	71	458
	(9)	(30)					(19)
American Indian	11	0	42	9	27	9	98
	(11)				(7)		(18)
Asian/Pacific Islander:	322	151	358	280	382	218	1,711
	(13)b/						(13)
Chinese	116	72	131	77	137	23	556
Filipino	34	27	141	6	19	44	271
Japanese	36	9	40	37	29	70	221
Asian Indian	11	20	0	59	0	18	108
Korean	0	23	13	71	192	47	346
Vietnamese a/	0	0	0	0	0	0	0
Thai	0	0	25	0	0	0	25
Other Asian	112	0	8	30	5	16	171
Hawaiian a/	0	0	0	0	0	0	0
Other Polynesian a/	0	0	0	0	0	0	0
Guamanian	13	0	0	0	0	0	13
Other Race	148	96	74	37	49	80	484
	(130)	(87)	(74)	(10)	(49)	(80)	(430)
Totals	5,690	3,352	8,146	3,334	6,103	5,315	31,940
	(501)	(331)	(258)	(153)	(183)	(253)	(1,679)

a/ Totals compiled from sampled Census data (STF-3) will vary slightly from those totals reported in 100% count data (STF-1), from which Table 3 was derived.

b/ Breakdown of Hispanic persons within Asian/Pacific Islander race not available.

Source: Compiled by Beverly Hills Planing & Community Development Department from 1990 U.S. Census of Population and Housing (STF-3/Census Tracts).

2.1.1.3. Age, Sex and Education.

Between 1970 and 1990, the median age of the County, State and nation has increased, while the City's has decreased. This is due in part to an increase in the numbers of very young children between 1980 and 1990 in the City. However the City's population continues to be considerably older than the County, State and nation. The 1990 median age was 42.5 as compared to that of the County (30.8) and the State (31.7). Table 5 provides a comparison of the proportion of total City population in each age group as well as the median age, with that of the County, State and nation over a 20-year period. Figure 1 compares the age/sex distribution of the City with that of the County, State and nation. Tables 6 and 7 indicate the percentage increase (or decrease) in each age group and by sex in the City from 1970 to 1980, from 1980 to 1990, and from 1970 to 1990.

An examination of Table 5 shows that in 1990 the proportion of children aged 19 or less was just under 19 percent in Beverly Hills, compared with the approximate 29 percent in the age group for the County, State and nation. The proportion of people aged 65 or older in Beverly Hills in 1990 was just over 20 percent, compared with 9.7 percent, 10.5 percent and 12.5 percent for the County, State and nation.

Table 6 shows that the numbers of children less than five years old dropped almost 30 percent between 1970 and 1980, and then increased dramatically, by over 67 percent between 1980 and 1990. School aged children (5-18) decreased by almost seven percent between 1970 and 1980, and again by 23.5 percent between 1980 and 1990. The Beverly Hills Unified School District projects no change in enrollment for grades K-12 for the period 2000-01 through 2002-03.

The numbers of young adults aged 19 to 34 increased by almost one-fourth between 1970 and 1980, and increased again by half as much between 1980 and 1990. Adults between 35 and 64 decreased by 12 percent between 1970 and 1980 and increased slightly between 1980 and 1990.

Persons aged 65 or more increased slightly between 1970 and 1980, and again slightly between 1980 and 1990.

An examination of the more detailed breakdown of population by age and sex shown on Table 7 indicates that the greatest change in an age group over the 20-year period 1970-1990 was in the increase in the 25-34 year old group, followed closely by the increase in those in the 75+ group. Between males and

TABLE 5

Percent of Population in Various Age Groups in 1970, 1980, and 1990

in Beverly Hills, Los Angeles County, California, United States

Age Group	Beverly Hills			Los Angeles County			California			United States		
	1970	1980	1990	1970	1980	1990	1970	1980	1990	1970	1980	1990
0-4	2.6	1.9	3.6	8.3	7.4	8.3	8.2	7.2	8.0	8.4	7.2	7.4
5-9	4.7	3.9	4.3	9.2	7.1	7.3	9.6	6.7	7.5	9.8	7.4	7.3
10-14	7.0	7.2	5.1	9.3	7.6	6.6	9.9	7.6	6.7	10.2	8.0	6.9
15-19	7.5	7.6	5.9	8.6	8.8	7.2	9.1	9.0	6.8	9.4	9.3	7.1
20-24	4.8	5.6	5.8	8.4	10.0	9.1	8.7	10.0	8.2	8.1	9.4	7.5
25-34	8.8	12.0	14.2	13.7	17.9	19.8	13.4	18.0	19.3	12.3	16.4	17.5
35-44	11.6	13.2	15.9	12.0	11.7	15.1	11.8	11.9	15.6	11.4	11.3	15.1
45-54	16.0	13.7	13.7	12.3	10.2	9.6	11.7	9.9	9.9	11.4	10.1	10.2
55-64	17.1	13.7	11.2	9.0	9.3	7.3	8.6	9.3	7.5	9.2	9.6	8.5
65-74	13.3	12.8	10.3	5.6	6.0	5.7	5.5	6.2	6.3	6.1	6.9	7.3
75+	6.5	8.4	10.0	3.6	4.0	4.0	3.5	3.9	4.2	3.7	4.4	5.2
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Median	46.9	43.9	42.5	N.A.	29.8	30.8	28.1	29.9	31.7	28.0	30.0	33.0

Source: Compiled by Beverly Hills Planning and Community Development Dept. from 1970, 1980, 1990 U.S. Census of Population and Housing, and Statistical Abstract of the United States, 1982-1983.

FIGURE 1

1990 Age/Sex Graph for Beverly Hills,
Los Angeles County, California and U.S.A.

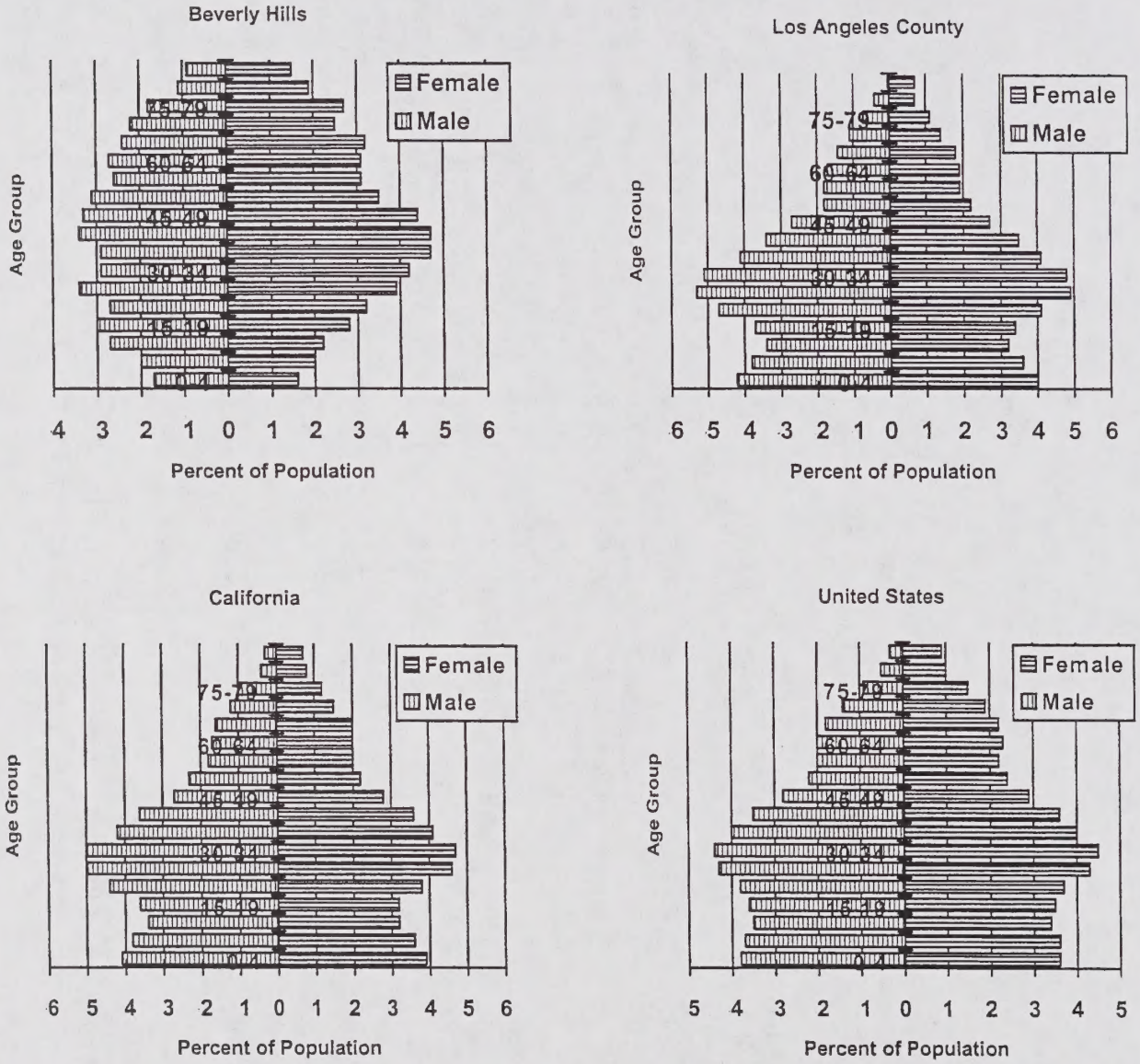


TABLE 6

Population and Percent Increase (Decrease)

1970, 1980, and 1990 City of Beverly Hills

Age	1970 Number	1970 Percent	1980 Number	1980 Percent	1979-80 Percent Change	1990 Number	1990 Percent	1980-90 Percent Change	1970-90 Percent Change
0-4	877	2.6	620	1.9	(29.3)	1,038	3.2	67.4	18.4
5-18	6,028	18.0	5,627	17.4	(6.7)	4,305	13.5	(23.5)	(28.6)
19-34	4,927	14.8	6,112	18.9	24.1	6,892	21.5	12.8	39.9
35-64	14,927	44.7	13,128	40.6	(12.1)	13,291	41.6	1.2	(11.0)
65+	6,657	19.9	6,880	21.2	3.3	6,445	20.2	(6.3)	(3.2)
Total	33,416	100.0	32,367	100.0	(3.1)	31,971	100.0	(1.2)	(4.3)

Source: 1970, 1980, 1990 U.S. Census of Population and Housing.

females, the male age group 25-34 has increased the most dramatically by almost 73 percent, compared to 46 percent of females in this age group. Men in the group 75+ increased by almost 50 percent and women in the same group by over 41 percent.

Map 1 identifies the Census Tract location of those under 18 and those 65 and older in 1990.

The educational level of the City's population remains high with 72 percent of those 18 or older having attended at least one or more years of college and 45 percent having completed a Bachelor's or a graduate degree (see Table 8).

2.1.2. Household Characteristics.

A "household" as defined in the Census is simply an occupied housing unit. A household may consist of a single person, or a "family" of persons related by blood or marriage, or a family and any number of "unrelated individuals" who are not related by blood or marriage to any of the other persons in the household, or finally, a household of unrelated individuals. In 1990, Beverly Hills had 14,564 households, of which 8,024 or 55 percent were "family" households and 6,540 (45 percent) were "non-family" households. Almost 76 percent of the population lived in family households, with the balance in non-

TABLE 7

Population and Percent Increase (Decrease) By Age Group and Sex, 1970, 1980, 1990

City of Beverly Hills

	Total Population						Female Population						Male Population					
Age	1970	1980	1970-80 Percent Change	1990	1980-90 Percent Change	1970-90 Percent Change	1970	1980	1970-80 Percent Change	1990	1980-90 Percent Change	1970-90 Percent Change	1970	1980	1970-80 Percent Change	1990	1980-90 Percent Change	1970-90 Percent Change
0-4	877	620	(29.3)	1,038	67.4	18.4	444	290	(34.7)	500	72.4	12.6	433	330	(23.8)	538	63.0	24.2
5-9	1,582	1,253	(20.8)	1,285	2.6	(18.8)	756	593	(21.6)	643	8.4	(14.9)	826	660	(20.1)	642	(2.7)	(22.3)
10-14	2,321	2,317	(0.2)	1,565	(32.5)	(32.6)	1,171	1,189	(1.5)	712	(40.1)	(39.2)	1,150	1,128	(1.9)	853	(24.4)	(25.8)
15-18	2,125	2,057	(3.2)	1,455	(29.3)	(31.5)	1,066	977	(8.3)	695	(28.9)	(34.8)	1,059	1,080	2.0	760	(29.6)	(28.2)
19-24	1,999	2,215	10.8	2,303	4.0	15.2	1,136	1,151	1.3	1,233	7.1	8.5	863	1,064	23.3	1,070	0.6	24.0
25-34	2,928	3,897	33.1	4,589	17.8	56.7	1,771	2,472	39.6	2,588	4.7	46.1	1,157	1,425	23.2	2,001	40.4	72.9
35-44	3,877	4,273	10.2	5,055	18.3	30.4	2,363	2,656	12.4	3,014	13.5	27.5	1,514	1,617	6.8	2,041	26.2	34.8
45-54	5,355	4,430	(17.3)	4,564	3.0	(14.8)	3,125	2,499	(20.0)	2,526	1.1	(19.2)	2,230	1,931	(13.4)	2,038	5,5	(8.6)
55-64	5,695	4,425	(22.3)	3,672	(17.0)	(35.5)	3,220	2,429	(24.6)	1,988	(18.2)	(38.3)	2,475	1,996	(19.4)	1,684	(15.6)	(32.0)
65-74	4,456	4,151	(6.8)	3,276	(21.1)	(26.5)	2,747	2,410	(12.3)	1,816	(24.6)	(33.9)	1,709	1,741	(1.9)	1,460	(16.1)	(14.6)
75-84	}2,201	}2,729	}24.0	2,377	}16.1	}44.0	}1,382	}1,764	}27.6	1,466	}10.8	}41.4	}819	} 965	}17.8	911	}25.9	}48.4
85+				792						488						304		
Total	33,416	32,367	(3.1)	31,971	(1.2)	(4.3)	19,181	18,430	(3.9)	17,669	(4.1)	(7.9)	14,235	13,937	(2.1)	14,302	2.6	0.5
Median	46.9	43.9		42.5			N.A.	44.5		43.2			N.A.	N.A.		41.6		

Source: Compiled by Planning & Community Development from 1970, 1980, 1990 U.S. Census of Population and Housing.

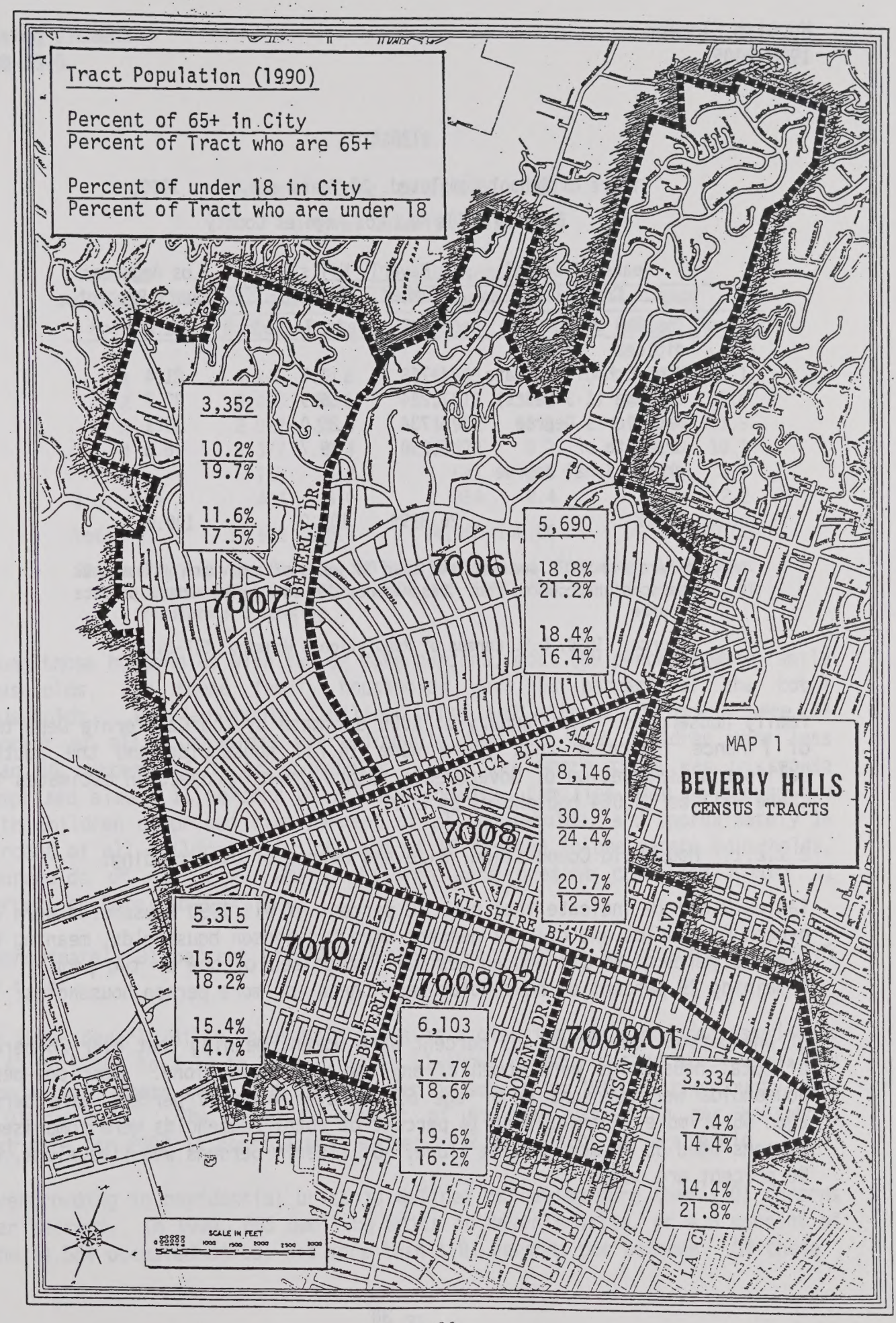

Tract Population (1990)
Percent of 65+ in City / Percent of Tract who are 65+
Percent of under 18 in City / Percent of Tract who are under 18
3,352
10.2% / 19.7%
11.6% / 17.5%
7007
BEVERLY DR.
7006
5,690
18.8% / 21.2%
18.4% / 16.4%
SANTA MONICA BLVD.
8,146
30.9% / 24.4%
20.7% / 12.9%
7008
MAP 1
BEVERLY HILLS
CENSUS TRACTS
WILSHIRE BLVD.
5,315
15.0% / 18.2%
15.4% / 14.7%
7010
BEVERLY DR.
7009.02
6,103
17.7% / 18.6%
19.6% / 16.2%
DOHENY DR.
7009.01
ROBERTSON BLVD.
3,334
7.4% / 14.4%
14.4% / 21.8%
SCALE IN FEET

TABLE 8

Years of School Completed, 18 Years and Over, 1990,
Beverly Hills and Los Angeles County

Years of School Completed	Beverly Hills Number	Beverly Hills Percent	Los Angeles County Percent
To 12th grade no diploma	2,883	10.7	31.2
High School Graduate	4,768	17.7	21.4
College (1-3 years)	7,224	26.9	27.7
Bachelor's Degree	6,734	25.0	13.1
Graduate or professional degree	5,290	19.7	6.6
Total	26,899*	100.0	100.0

*There are 5,072 persons less than 18 years of age which leaves 27 persons unaccounted for. Discrepancy due to sampled nature of data source.

Source: 1990, U.S. Census of Population & Housing, STF-3.

family households. The January 1, 2000 estimate by the California Department of Finance indicates that there were 14,719 households and the Southern California Association of Governments future growth projection estimates that there will be 15,064 households by 2010.

2.1.2.1. Household Composition, Size and Degree of Overcrowding.

Tables 9 and 10 indicate that over 38 percent of all 1990 households were one-person households and over 32 percent were two-person households, meaning that over 70 percent of all households were comprised of one or two people. The remaining 29 percent of households were three- or more person households.

Of one-person households, 69 percent were women, meaning that over 26 percent of total households were women of any age who lived alone. Most one-person households were persons under age 65, however over 36 percent were persons aged 65 or more, meaning that 14 percent of total households were comprised of persons aged 65 or more living alone. Of elderly persons who live alone, over 80 percent are women.

TABLE 9

Household Size, 1970, 1980, 1990

City of Beverly Hills

Persons in Household	Households					
	1970		1980		1990	
	Number	Percent	Number	Percent	Number	Percent
1	4,949	33.8	5,563	37.4	5,548	38.1
2	5,095	34.8	5,018	33.8	4,741	32.6
3	2,022	13.8	1,902	12.8	1,739	11.9
4	1,377	9.4	1,378	9.3	1,498	10.3
5	755	5.2	641	4.3	710	4.9
6 or more	443	3.0	354	2.4	328	2.2
Total	14,641	100.0	14,866	100.00	14,564	100.00

Source: Compiled by Beverly Hills Planning and Community Development Department from 1970, 1980 and 1990 (STF-1) U.S. Census of Population & Housing.

Among those households with two or more persons, most (89 percent) were family households, and these family households were 55 percent of the total households. Married-couple families (with and without children) were 44 percent of all households; married-couple families with children were less than 16 percent of total households. Families where there was no spouse comprised almost 11 percent of all households. Families with no spouse and with children comprised five percent of all households, and approximately 16 percent of all children under the age of 18 resided in one-parent households. Households of all types where children were present comprised almost 21 percent of total households.

Approximately 31 percent of all households were headed by persons who are 65 or older.

By 1990, Beverly Hills' household sizes on a citywide basis had decreased from 2.43 in 1960, to 2.19 in 1990. Table 11 shows household size since 1960. By comparison, there were 3.00 persons per household in 1960 in the County, and 2.91 in 1990. The State Department of Finance population per household estimate for 2000 is considerably higher at 2.38 persons per household.

Overcrowding in residential units is defined as having more than 1.01 persons per bedroom. In 1990, 653 dwelling units in Beverly Hills, or 4.5 percent of the 14,564 occupied units, had more than 1.01 persons per bedroom. Of these

TABLE 10

Household Size and Type, 1990

City Of Beverly Hills

Type of Household	Number		Percent of Total Households
1-PERSON	*5,548*	*38.1*	
Male:		1,727	11.9
Female:		3,821	26.2
2- OR MORE PERSONS:	*9,016*	*61.9*	
Family households:		8,024	55.1
◆Married-couple family:		6,463	44.4
- With children		2,305	15.8
- With no children		4,158	28.5
◆ Other families:		1,561	10.7
Male householder (no wife):			
- With children		148	1.0
- With no children		237	1.6
Female householder (no husband):			
- With children		590	4.1
- With no children		586	4.0
◆ Non-family households:		992	6.8
Male Householder		481	3.3
Female householder		511	3.5
TOTAL HOUSEHOLDS	14,564		

Source: 1990 U.S. Census of Population and Housing.

overcrowded units, 81 percent were renter-occupied dwellings. In comparison, in the County, 19.2 percent of units had more than 1.01 persons per room. The draft 1999 RHNA indicates that there are 531 households experiencing overcrowding, 79.7 percent of them were renter households.

2.1.2.2. Household Income.

The per capita income in 1989 was $55,463. The median household income in 1989 was $54,348, which was the 17th highest in the County. The 1989 median household and family incomes are compared with the County and State, below.

Area	Household	Family
California	$35,798	$40,559
LA County	$34,965	$39,035
Beverly Hills	$54,348	$83,272

TABLE 11

Persons Per Household by Census Tract and Citywide

City of Beverly Hills

Census Tract	Year 1960	1970	1980	1990
7006	3.60	3.32	3.18	3.00
7007	3.56	3.36	3.07	3.00
7008	1.95	1.82	1.80	1.88
7009.01	2.21	2.37	2.27	2.37
7009.02		1.97	1.83	1.93
7010	2.23	2.11	2.00	1.98
Citywide	2.43	2.28	2.18	2.19

Source: 1960, 1980, 1990 U.S. Census of Population and Housing.

The mean (average) household income in Beverly Hills was $121,396 and the mean family income was $171,446. An examination of Table 12 reveals that there are significant differences in income levels in the community, depending on the type of household, with 28 percent of Beverly Hills households having incomes of less than $30,000 in 1989, and 30 percent with incomes in excess of $100,000. Among families, 16 percent had incomes less than $30,000, and 44 percent had incomes in excess of $100,000 in 1989. Among non-family households, almost 44 percent had incomes less than $30,000, and 12.5 percent had incomes over $100,000 in 1989.

Geographically, Table 13 also indicates considerable differences in the median, mean and per capita incomes of family and non-family households depending on location (refer to Map 1 on p. 28 for location of Census Tracts).

TABLE 12

Income In 1989, City Of Beverly Hills

Income	Households		Families		Non-family Households	
	Number	Percent	Number	Percent	Number	Percent
$0 - 9,999	1,492	10.3	362	4.6	1,137	17.3
10,000-19,999	1,216	8.4	388	4.9	828	12.6
20,000-29,999	1,417	9.7	537	6.8	906	13.8
30,000-39,999	1,577	10.9	686	8.6	937	14.3
40,000-49,000	1,025	7.0	360	4.5	648	9.9
50,000-59,999	953	6.6	587	7.4	374	5.7
60,000-74,999	1,231	8.5	758	9.5	449	6.8
75,000-99,999	1,251	8.6	774	9.7	466	7.1
100,000-124,999	983	6.8	671	8.4	316	4.8
125,000-149,000	485	3.3	388	4.9	91	1.4
150,000 or more	2,888	19.9	2,444	30.7	411	6.3
Total	14,518	100.0	7,955	100.0	6,563	100.0
Median	$ 54,348		$ 83,272		$34,446	
Mean	121,396		171,446		58,122	

Source: Compiled by Beverly Hills Planning & Community Development Department from 1990 U.S. Census of Population and Housing, STF-3.

Households located south of Santa Monica Boulevard generally have incomes which are less than half of those of households north of Santa Monica Boulevard.

Table 14 provides information on mean family income by type of family and shows a low of $39,760 for family households headed by women who have children, to a high of $203,052 for married-couple families with no children.

Table 15 indicates the income of Beverly Hills households by income level and age of the householder and can show, for example, that of all households where 1989 household income was less than $25,000, 45 percent of these households were headed by a person 65 or older, and that these lower income elderly-headed households represented 35 percent of all elderly-headed households. Likewise, of all households where 1989 income was $100,000 or more, 29 percent

TABLE 13

Median, Mean Income of Households, Families and Non Family Households, and Per Capita Income, By Census Tract

Census Tract	Income	Households	Families	Non-Family Households	Per Capita Income
7006	Median	$150,001*	$150,001*	$ 75,515	$104,808
	Mean	315,378	347,391	139,694	
7007	Median	150,001*	150,001*	104,317	108,011
	Mean	325,862	348,579	215,860	
7008	Median	40,450	61,779	33,304	33,567
	Mean	62,361	86,627	41,593	
7009.01	Median	49,063	73,075	29,213	33,670
	Mean	78,506	102,259	42,787	
7009.02	Median	40,267	52,265	31,770	29,217
	Mean	56,561	68,186	46,628	
7010	Median	53,714	76,423	34,432	45,299
	Mean	88,335	116,847	59,635	
Citywide	Median	54,348	83,272	34,446	55,463
	Mean	121,396	171,446	58,122	

* The top income category in the Census is "$150,000 or more," therefore these entries represent income levels which are simply in the highest, open-ended category and are not true medians.

Source: 1990 U.S. Census of Population & Housing, STF-3, P 80/81/107/108/110/111 and P 114/115/116.

were headed by a person aged 65 or more, and among elderly-headed households, 28 percent had 1989 incomes of $100,000 or more.

Table 16 displays household income level by race and Hispanic origin and shows that the lowest mean household income in 1989 was for American Indian households and the highest was for Other Race.

It should be noted that the federal definition of "poverty" defines an income level well below that which would qualify a household for participation in federal or State programs designed for those with "low" or "very low" incomes.

TABLE 14

Mean Family Income by Family Type

City of Beverly Hills

Family Type	Mean Income
Married-couple family:	
• With Children	$184,845
• No Children	203,052
Other Family:	
• Male Householder, no spouse:	
- With Children	124,999
- No Children	76,250
• Female Householder, no spouse:	
- With Children	39,760
- No Children	$ 63,576

Source: 1990 U.S. Census of Population and Housing, STF-3.

TABLE 15

Income in 1989 by Age of Householder

City of Beverly Hills

Income	Households by Age of Householder						Total House-holds
	15-24	25-34	35-44	45-54	55-64	65+	
$0-24,999	190	407	591	478	298	1,583	3,547
25,000-49,999	97	816	552	445	436	834	3,180
50,000-74,999	20	393	452	514	308	497	2,184
75,000-99,999	16	244	273	216	195	307	1,251
100,000+	6	262	849	1,064	909	1,266	4,356
Total Households	329	2,122	2,717	2,717	2,146	4,487	14,518

Source: Compiled by Beverly Hills Planning & Community Development Department from 1990 U.S. Census Population and Housing,STF-3.

The Census information currently available does not provide the same level of detail for "low" or "very low" income households and persons as it does for those below the "poverty" level. It is important to bear in mind that the extent which the entire lower income population has the same household characteristics as those residents whose incomes are below the poverty level is unknown. The definition of "low income" (also referred to as "lower" income) is 80 percent of the County median income adjusted for household size. A "very low" household income does not exceed 50 percent of County median adjusted for household size. The federal poverty income levels are weighted depending on household composition, age and presence of children under the age of 18. The following tables provide a comparison income levels defined as "low" and "very low" with those defined as "poverty" thresholds.

Persons in Household	Income Thresholds: Very Low (50%)	Income Thresholds: Low or Lower (80%)
1	$18,250	$29,200
2	20,850	33,350
3	23,450	37,500
4	26,050	41,700
5	28,150	45,000

* In effect March, 2000

1999 Poverty Thresholds: Persons in Family	Weighted Average Threshold
1	$ 8,501
Householder <65	8,667
Householder 65+	7,990
2	10,869
Householder <65	11,214
Householder 65+	10,075
3	13,290
4	17,029
5	20,127

Source: U.S. Bureau of Census

From the Census (Tables 12 and 15) it can be conservatively estimated that in 1989, there were approximately 4,000 "low income" households (28 percent of all households), and that approximately 40 percent were headed by a person aged 65 or older. Information provided by SCAG in the draft 1999 Regional Housing Needs Assessment indicates that the number of lower income households is 3,912. (See discussion in Section 2.3., Housing Needs.)

Tables 17, 18 and 19 display information on the extent of poverty of persons and households by age, sex and household type. A total of 6.6 percent of the total population, 6.7 percent of the total households and 4.2 percent of total families had incomes below the poverty level in 1989.

Table 20 examines households, persons, families and children living below poverty, by household type. Of all poor households, 40 percent were headed by a person aged 65 or more and almost 30 percent were headed by a person aged 75

TABLE 16

Household Income in 1989 by Race/Hispanic Origin

City of Beverly Hills

Income	White		Black		American Indian		Asian		Other Race		Hispanic	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Numbe r	Percent	Number	Percen
$ 0-24,999	3,324	24.4	83	35.5	28	51.8	81	14.7	31	38.3	126	30.1
25,000-49,000	2,923	21.5	78	33.3	17	31.5	136	24.8	26	32.1	98	23.5
50,000-74,999	2,060	15.2	35	15.0	9	16.7	80	14.6	0	--	66	15.8
75,000-99,999	1,119	8.2	12	5.1	0	--	120	21.9	0	--	20	4.8
$ 100,000+	4,174	30.7	26	11.1	0	--	132	24.0	24	29.6	108	25.8
Total Households	13,600	100.0	234	100.0	54	100.0	549	100.0	81	100.0	418	100.0
Mean	$122,641		$52,794		$26,264		$123,126		$162,259		$102,276	

Source: Compiled by Beverly Hills Planning & Community Development Department from 1990 U.S. Census of Population and Housing, STF-3.

TABLE 17

Poverty Status of Persons for Whom Poverty Status is Determined

City of Beverly Hills

Age	Persons Below Poverty Male	Female	Total	Persons Above Poverty Male	Female	Total	Total Persons
0-17	175	123	298	2,427	2,319	4,746	5,044
18-64	533	785	1,318	8,454	10,662	19,116	20,434
65+	142	347	489	2,518	3,402	5,920	6,409
Total	850	1,255	2,105	13,399	16,383	29,782	31,887

Source: Compiled by Beverly Hills Planning and Community Development Department from 1990 U.S. Census of Population and Housing, STF-3.

or more. (Households headed by a person aged 65 or more comprise 40 percent of total lower income households as well.) Among poor households, 62 percent consisted of people living alone. Slightly more than half of poor persons living alone were aged 65 or more, and slightly less than half were younger than 65. Of those elderly poor persons living alone, over 73 percent were aged 75 or more.

Of the remaining 38 percent of poor households, the average household size was 4.07 persons, which is large in comparison with the 2.93 average household size Citywide for households of two or more persons. Married-couple households without children accounted for 13 percent of poor households; married-couple households with children comprised seven percent. Single parent households accounted for 11 percent of poor households; female-headed households with children were eight percent of all poor households. Family households with male or female heads but no spouses or children, and non-family households accounted for the remaining seven percent of poor households.

Among poor children, almost half lived in married-couple households, 40 percent in female-headed single parent households, and 11 percent in male-headed single parent households.

TABLE 18

Poverty Status of Persons for Whom Poverty Status is Determined in 1989
by Age of Householder and By Household Type
City of Beverly Hills

In Type of Household	Persons, by Age of Householder 15 - 64 Above Poverty	15 - 64 Below Poverty	65+ Above Poverty	65+ Below Poverty	Total Persons
In Married-Couple Family	15,165	439	3,559	149	19,312
In Other Family:					
• Male Householder, no spouse	927	101	121	7	1,156
• Female Householder, no spouse	2,100	243	233	9	2,585
Unrelated individuals:					
• In family households	780	307	17	0	1,104
• In nonfamily households					
- Living alone	3,263	293	1,712	308	5,576
- Not living alone	738	32	217	0	987
- Non-relatives	875	201	61	16	1,153
In group quarters	14	0	0	0	14
Total Persons	23,862	1,616	5,920	489	31,887

Source: Compiled by Beverly Hills Planning & Community Development Depart-ment from 1990 U.S. Census of Population and Housing, STF-3. Data from STF-3 is sampled and therefore the figure for total persons is slightly less than the 31,971 reported in the "100 percent" Census data from STF-1.

TABLE 19
Poverty Status of Households 1989
by Age of Householder and By Household Type
City of Beverly Hills

In Type of Household	Age of Householder 15 - 64 Above Poverty	15 - 64 Below Poverty	65+ Above Poverty	65+ Below Poverty	Total Households
Married-couple family	4,314	114	1,946	84	6,458
Other family:					
• Male Householder, no spouse	312	31	66	0	409
• Female Householder, no spouse	825	109	154	0	1,088
• Nonfamily households					
- Living alone	3,263	293	1,712	308	5,576
- Not living alone	738	32	217	0	987
Total Households	9,452	579	4,095	392	14,518

Source: Compiled by Beverly Hills Planning & Community Development Depart-ment from 1990 U.S. Census of Population and Housing, STF-3. STF-3 is sampled data and therefore the total number of households shown is slightly less than the 14,564 from the "100 percent" data.

The extent to which lower income households have the same household characteristics as the households below the poverty level is unknown, however if the household characteristics are assumed to be the same, the lower income households would represent the estimated percentages of all households in the City shown on Table 21.

Geographically, Table 22 indicates that the 2,105 persons with incomes below the poverty level were spread fairly evenly throughout the community although north of Santa Monica Boulevard almost no children and relatively few households have incomes of this level. Table 23 reveals that of the 971 total households below the poverty level, the largest group -- persons living alone -- lived between Santa Monica Boulevard and Wilshire Boulevard, with the second largest number of poor households living south of Wilshire Boulevard

TABLE 20

Households, Persons, Families and Children Below Poverty

City of Beverly Hills

Household Type	Number of Households: Total	Number of Households: Age of Householder 15-64	Number of Households: Age of Householder 65+	Number of Persons: Total	Number of Persons: Age of Householder 15-64	Number of Persons: Age of Householder 65+	Number of Families	Number of b/ Children
Live Alone	601	293	308[a/]	601	293	308[a/]	N.A.	0
Married-couple family:								
w/no children <18	126	114	84	588	439	149	126	N.A.
w/ children <18	72						72	134
Other Family:								
Male Householder, no children	7	31	0	108	101	7	7	N.A.
Male Householder, w/ children	24						24	29
Female Householder, no children	30	109	0	252	243	9	30	N.A.
Female Householder, w/ children	79						79	108
Other Households	32	32	0	556[c/]	540	16	N.A.	
Totals	971 Households	579 Households	392 Households	2,105 Persons	1,616 Persons	489 Persons	338 Families	271 Children

a/ 226 are age 75+.
b/ Under 18 years of age.
c/ 307 persons are non-family members of family households and 249 persons are in non-family households.
Source: Compiled by Beverly Hills Planning and Community Development Department from 1990 U.S. Census of Population and Housing, STF-3.

TABLE 21

Estimated Household Composition of Lower Income Households Based on Composition of Households Below Poverty

City of Beverly Hills

Household Type	Households Below Poverty[a/] Number	Percent	Lower Income Households Number[b/]	Percent of All Households[b/]
Live Alone	601	61.9	2,459	16.9
Married-Couple Family:				
- With No Children <18	126	13.0	516	3.6
- With Children <18	72	7.4	294	2.0
Other Family:				
- Male Householder With No Children <18	7	0.7	28	0.2
Children 18	24	2.5	99	0.7
- Female Householder With No Children 18	30	3.1	123	0.8
Children <18	79	8.1	322	2.2
Other Households	32	3.3	131	0.9
Total	971	100.0	3,972[c/]	27.3

a/ Source: Composite of various 1990 Census tables on poverty.

b/ Distribution based on percent of households below poverty. Compiled for illustrative purposes only; the actual household characteristics of those households with incomes above poverty level but below "lower" income level is unknown.

c/ From SCAG; includes households below poverty.

TABLE 22

Poverty Status of Selected Age Groups
By Census Tract

Census Tract	Total Households a/	Persons: All Persons b/	Children <18 Years c/	Persons 65+ d/	Persons 18 - 64 e/
7006	55	257	0	53	204
7007	43	180	5	15	160
7008	332	586	79	197	310
7009.01	174	417	95	59	263
7009.02	225	434	75	88	271
7010	142	231	17	77	137
Total	971	2,105	271	489	1,345

a/ 1990 Census, STF-3A, Produced by Los Angeles County ISD/Urban Research.
b/ 1990 Census, Tables P117/118.
c/ 1990 Census, Tables P126.
d/ Calculated from Census Table P122.
e/ Calculated from preceding columns.

TABLE 23

Households Below Poverty Level

By Household Type and Census Tract

Types of Household	Total Households	Census Tract 7006	7007	7008	7009.01	7009.02	7010
Married-Couple Family:							
• With Children <18	72	0	0	15	37	20	0
• No Children <18	126	11	6	42	25	22	20
Other Family:							
• Male Householder (No wife):							
- With Children <18	24	0	5	0	0	19	0
- No Children <18	7	0	0	0	7	0	0
• Female Householder (No husband)							
- With Children <18	79	0	0	29	12	30	8
- No Children <18	30	8	0	11	0	11	0
Non-Family Households:							
• Living Alone	601	32	32	222	82	123	110
• No Living Alone	32	4	0	13	11	0	4
Total	971	55	43	332	174	225	142

Source: 1990 U. S. Census of Population & Housing, Tables P 123/124/125 and P126.

and west of S. Doheny Drive. (Again, it is unknown the extent to which persons and households which have "lower" incomes would correspond to the geographic location and household characteristics of the persons and households living below the federal "poverty" level.)

2.1.3. Employment.

Beverly Hills is a major employment center and part of a larger concentration of economic activity in the Westside area of Los Angeles County. Employment data from the California Employment Development Department indicates a 1999 employment level of approximately 45,000.* SCAG's draft forecast projects an employment level of 61,023 by 2010.

Over 52 percent of the resident population was employed in 1989, with 72 percent of resident workers involved in private-for-profit industries (see Table 24). The finance, insurance, and real estate industries employed the single largest group of residents, 16 percent (see Table 25). Of those residents who worked, about 35 percent worked within the City. It is anticipated that these industries, in addition to the professions (particularly medical and legal), retail sales and hotel industries will remain the leading employers in the future. In addition, there has been a trend for certain entertainment industry activities which are ancillary to actual production to locate in the city.

* 1999 2-digit ES-202 data for Beverly Hills. Does not include the self-employed and domestic service in private homes.

TABLE 24

Type of Worker in 1989
City of Beverly Hills

Type of Work	Employed Persons 16 Years of Age and Older Number	Percent
Private for Profit Wage and Salary	12,108	72.0
Private Not-for-Profit Wage and Salary	612	3.6
Local Government	737	4.4
State Government	219	1.3
Federal Government	113	0.7
Self-Employed	2,821	16.8
Unpaid Family Work	200	1.2
Total	16,810	100.0

Source: Compiled by Beverly Hills Planning & Community Development Department from 1990 U.S. Census of Population and Housing (STF-3).

TABLE 25

Resident Employment by Industry, by Occupation, 1990
City of Beverly Hills

Industry	Persons
Agriculture, Forestry, Fisheries & Mining	29
Construction	375
Nondurable Goods Mfg.	754
Durable Goods Mfg.	653
Transportation	450
Communications & Other Public Utilities	368
Wholesale Trade	1,077
Retail Trade	2,154
Finance, Insurance, Real Estate	2,653
Services:	
Business & Repair Services	1,012
Personal	1,200
Entertainment/Recreation Services	1,086
Health Services	1,491
Educational Services	856
Other Professional & Related Services	2,431
Public Administration	221
Total	16,810

Occupation	Persons
Executive, Administrative, Managerial	4,183
Professional Specialty	4,533
Technicians & Related Support	324
Sales	3,347
Administrative Support, Including Clerical	2,243
Private Household	783
Protective Service	59
Service, Except Protective & Household	615
Farming, Forestry & Fishing	15
Precision Production, Craft & Repair Occupations	478
Machine Operators, Assemblers & Inspectors	99
Transportation & Material Moving	52
Handlers, Equipment Cleaners, Helpers & Laborer	79
Total	16,810

Note: 52.3 percent of City's population was employed in 1989.
Source: 1990 U.S. Census of Population and Housing (STF-3).

2.2. Characteristics of Housing Stock.

2.2.1. Housing Inventory by Type of Housing.

Counts of the number of dwelling units in the City vary depending on the source of the information. The 1990 Census counted a total of 15,723 dwelling units in the City. Since 1990, City records for the period through June 30, 2000, indicate that there has been a net gain of 82 additional dwelling units resulting from construction and demolition. An annexation recorded in 1999 added ten single family dwelling units, two of which are on land zoned for multifamily residential.

The State Department of Finance estimate as of January 1, 2000, was 15,890 dwelling units. This source estimated that 62.9 are multifamily residential and 37.1 are single family residential units. Based on City records, it is estimated that 8,211 multifamily units (82 percent) are apartments and 1,785 (18 percent) are condominiums.

There are no "manufactured" or mobile homes in the City. (The Census enumerated five mobile homes, however this is felt to be an error.) One project of 64 units of market rate congregate elderly housing is under construction and several market-rate condominium projects are under construction. One project of 150 rent-subsidized units for very low income elderly/handicapped households has been constructed in a mixed use structure.

In 1990, 56.2 percent of the total occupied units were renter-occupied units and 43.8 percent were owner-occupied units. Of occupied condominiums, 73.8 percent were owner occupied and 26.2 percent were renter occupied.

2.2.2. Age of Stock, Condition and Size.

Like many Southern California communities, Beverly Hills was created as a real estate development, with the original subdivision dating from 1907. There are a substantial number of single family houses in the City which were constructed prior to 1920 (prior to the period in which the City became associated with the entertainment industry), a few dating from before 1910. The City had its primary period of residential growth in the late 1920s and in the 1930s. In 1990, over 35 percent of the housing stock was built before 1940, as compared to 13 percent of the County. Over 50 percent of the units were constructed prior to 1950. The median year built was 1949. Approximately 56 percent of owner-occupied housing and 44 percent of the renter-occupied housing was constructed prior to 1940.

In general, the condition of the housing stock is very good, despite its age. The 1990 Census reports that a total of 31 units lacked complete plumbing facilities; 7 of them were reported as vacant. All units received water from the City's distribution system. Almost all units were reported as connected to the public wastewater system, however 15 units reported use of a septic system and 40 units reported "other means" for sewage disposal. (City Public Works staff advise that this response to the census questionnaire notwithstanding, all dwelling units in the City are connected to the sanitary sewer system.) Most occupied housing units received heat from the gas utility, although 19 percent were heated with electricity, 23 units used fuel oil, and 38 units reported no heat source. None reported use of coal, wood, or solar energy. A total of 103 units did not have complete kitchen facilities. There are no known cases of housing units in need of major structural rehabilitation or replacement due to deteriorated condition, although a few free-standing garages of older apartment buildings have deteriorated and may require rehabilitation or demolition in the future.

In 1986, the State legislature enacted SB 547, referred to as the "Unreinforced Masonry (URM) Law" which requires all local jurisdictions located within Seismic Zone IV to establish a mitigation program to identify potentially hazardous buildings and to notify the owners of the buildings. The City subsequently surveyed the community's structures and enacted an ordinance requiring such structures to be seismically strengthened or demolished. All structures identified in the survey have been reinforced. Single family residences and multifamily dwellings of four or fewer units are exempt from the ordinance.

The 1990 Census indicated that almost 46 percent of the owner housing had four or more bedrooms and almost 20 percent had five or more bedrooms. (Countywide, 20 percent of owner housing had four or more bedrooms, and just under four percent had five or more bedrooms.) In renter-occupied housing, 11 percent had no bedrooms, 44 percent had one bedroom, over 33 percent had two bedrooms, and 11 percent had three or more bedrooms. (Countywide, 16 percent of renter-occupied units had no bedrooms, 39 percent had one bedroom, 34 percent had two bedrooms, and 11 percent had three or more bedrooms.)

2.2.3. Existing Density.

Just under 2,370 acres of land, or approximately 90 percent of the City is zoned for residential use (not including public rights-of-way and governmental or school district property). Of this, approximately 90 percent is zoned for single family residential and 10 percent for multi-family residential.

In areas zoned for single family residential, the overall average existing (built) density is approximately 2.8 units per acre. Due to the considerable range of lot sizes, existing (built) single family residential densities range from approximately 9 units to the acre to 0.1 unit to the acre (on one of the few remaining multi-acre properties). In areas zoned for multi-family residential, the overall average existing (built) density is approximately 39 units per acre. Existing (built) multifamily residential densities range from approximately 118 units per acre to approximately 14 units per acre.

2.2.4. Vacancy.

The 1999 "Draft Regional Housing Needs Assessment" prepared and distributed by SCAG indicates that an ideal vacancy rate for rental property is five percent, and is 1.5 percent for owner property.

The 1990 Census reported that 1,159, or 7.4 percent of the 1990 units were vacant, however only 132 of these were for sale, and 582 were for rent. The balance of the vacant units, over 38 percent, were classified as "seasonal," "recreational" or "other" vacant units. If the 1990 vacancy rate were calculated dividing only those vacant units actually available by the number of occupied units plus "other" vacant units (not held for occasional use or vacant for other reasons), the overall vacancy rate would have been 4.7 percent. The for-sale vacancy rate would have been 0.9 percent and the for-rent vacancy rate would have been 3.8 percent.

The Post Office estimated that as of October 3, 2000, there were 699 vacant single and multi-family units (vacancy of 90 days or longer). This includes a small number of units that are in the Beverly Hills post office area but are not actually within the Beverly Hills City limits. The Post Office estimates that this vacancy figure represents approximately 2.5 percent of all units in the City.

2.2.5. Market Characteristics.

In the SCAG document "A Series of Lists on the Southern California Housing Market," the median home values of Beverly Hills owner housing topped the list of the 188 local governments in the entire six-county SCAG region (based on 1990 Census data). The same series of lists did not include Beverly Hills among the top 10 communities with high median household incomes. Rental housing costs are also very high, with the median rent of a one-bedroom apartment costing approximately $1,300 per month.

2.2.5.1. Cost of Owner Housing.

Because the 1990 Census indicated that over 95 percent of the owner housing fell into the open-ended cost category of "$500,000 or more" and therefore obscures information about the actual cost of the housing, a multi-year survey of actual sales prices for single family houses and for condominium units recorded in the "Realtors Multiple Listing Service Sold Book" was conducted for the years 1998 through June 30, 2000. (Sales which were not reported to this source would not be reflected in the survey.) Tables 26 through 28 summarize this survey by year.

The lowest recorded sales price of an individual single family house was $409,500 in 1998 in Census Tract 7009.01 (south of Wilshire Boulevard and east of Doheny Drive). The highest sales price was $8,320,000 in 2000 in Census Tract 7007 (north of Santa Monica Boulevard and west of N. Beverly Drive).

The lowest recorded sales price of a single condominium unit in the survey was $130,000 in 1999 in Census Tract 7009.01. The highest sales price was $1,100,000 in 1998 in Census Tract 7008 (north of Santa Monica Boulevard and east of Beverly Drive).

2.2.5.2. Cost of Renter Housing.

The 1990 Census provided the following data on rent levels:

Monthly Rent	Percent Renter-Occupied Units*
$0- 549	12.2
550-649	8.2
650-749	10.6
750-999	27.1
$1,000 +	41.9

* Units for which rent is charged.

TABLE 26

Sales Price of Single Family and Condominium Units, 1998

	Single Family Houses				Condominium Units			
Census Tract	Number Dwelling Units	Sales Price Range	Median Sales Price	Mean Sales Price	Number Dwelling Units	Sales Price Range	Median Sales Price	Mean Sales Price
7006	60	$ 530,000 - 5,800,000	$1,851,300	$2,121,523	NA	$ NA	$ NA	$ NA
7007	52	910,000 - 5,750,000	2,200,000	2,520,289	NA	NA	NA	NA
7008	19	510,000 - 2,100,000	918,000	1,028,278	55	140,500 - 1,100,000	320,000	373,931
7009.01	31	409,500 - 2,700,000	640,000	721,937	32	130,000 - 845,000	370,000	387,032
7009.02	11	545,000 - 1,350,000	650,000	731,727	25	170,000 - 780,000	325,000	393,808
7010	11	600,000 - 1,349,000	935,000	979,091	28	160,000 - 765,000	550,000	503,025
Total	184				140			

Source: Compiled by Beverly Hills Planning and Community Development Department from Beverly Hills Board of Realtors Multiple Listing Service Sold Book for the period 1/1/98 - 12/31/98.

TABLE 27

Sales Price of Single Family and Condominium Units, 1999

	Single Family Houses				Condominium Units			
Census Tract	Number Dwelling Units	Sales Price Range	Median Sales Price	Mean Sales Price	Number Dwelling Units	Sales Price Range	Median Sales Price	Mean Sales Price
7006	76	$ 610,000 - 6,300,000	$1,875,000	$2,082,365	NA	$ NA	$ NA	$ NA
7007	40	1,137,000 - 5,895,000	2,076,000	2,536,866	NA	NA	NA	NA
7008	11	505,000 - 1,825,000	746,379	923,438	37	126,500 - 890,000	410,000	448,471
7009.01	29	531,000 - 1,175,000	650,000	715,171	8	310,000 - 367,000	320,000	329,875
7009.02	10	605,000 - 1,260,000	849,500	863,556	31	177,000 - 800,000	340,000	351,953
7010	16	615,000 - 1,350,000	1,022,500	1,016,188	18	185,000 - 680,000	422,500	409,417
Total	182				94			

Source: Compiled by Beverly Hills Planning and Community Development Department from Beverly Hills Board of Realtors Multiple Listing Service Sold Book for the period 1/1/99 - 12/31/99.

TABLE 28

Sales Price of Single Family and Condominium Units, 2000

	Single Family Houses				Condominium Units			
Census Tract	Number Dwelling Units	Sales Price Range	Median Sales Price	Mean Sales Price	Number Dwelling Units	Sales Price Range	Median Sales Price	Mean Sales Price
7006	39	$ 699,000 - 4,000,000	$1,802,500	$2,027,558	NA	$ NA	$ NA	$ NA
7007	25	1,335,000 - 8,320,000	2,475,000	2,712,520	NA	NA	NA	NA
7008	6	520,000 - 1,090,000	935,000	852,380	21	162,000 - 2,065,000	475,000	587,750
7009.01	18	495,000 - 815,000	707,500	685,861	NA	NA	NA	NA
7009.02	7	610,000 - 1,120,000	670,000	733,429	12	235,000 - 475,000	376,250	362,042
7010	11	895,000 - 1,790,000	1,250,000	1,277,273	19	202,000 - 829,000	580,000	555,260
Total	106				52			

Source: Compiled by Beverly Hills Planning and Community Development Department from Beverly Hills Board of Realtors Multiple Listing Service Sold Book for the period 1/1/00 - 6/30/00.

The City's Rent Stabilization Office conducted periodic surveys of rental rates based on field surveys and advertisements. The rental ranges and the average rents in March, 1992 (most recent available from that source) was as follows:

Type of Unit	Number of Units	Rent Range	Mean Rent
Single/Bach.	35	$ 550- 850	$ 684
1-Bedroom	102	650-1,995	1,105
2-Bedroom	126	800-2,995	1,504
3-Bedroom	24	1,800-2,700	2,167
4-Bedroom	3	1,850-2,500	2,083
Total	290		

A rental survey conducted eight years later in 2000 indicated that fewer units were available, at the following rents:

	Number of Bedrooms			
	0	1	2	3 or more
Total units	2	25	22	5
Median rent	N/A	$1,300	$1,980	$2,700
Range of rents	$995-$1,995	$925-$1,850	$1,395-$3,200	$2,500-$3,500

Compiled by Beverly Hills Planning & Community Development Dept., February 25 through March 6, 2000.

2.3. Housing Needs of Groups of All Income Levels and Special Housing Needs.

In formulating public policy dealing with housing "need" and housing "affordability," it is necessary to focus on the related issues of what segments of the community should be considered in need of more affordable housing, and what level of housing cost is considered affordable to them.

There is no commonly accepted definition of what is "affordable." A common rule of thumb for personal financial planning is to limit the annual expenditure on shelter to 30 percent of one's household income. Those households compelled to expend more than 30 percent of their income on shelter in their communities are considered to be "in need" of more "affordable" housing.

Clearly, higher income households that choose to expend more than 30 percent of their income on shelter are not necessarily in "need" of more affordable

housing, if housing which would require a smaller percentage of their income is available in the community. In considering this group of households, it can be observed that a shift of higher income households into housing sufficiently less expensive such that these households would not pay more than 30 percent of income for housing would probably displace lower and moderate income households who are paying more than 30 percent. There are also households in the lower and moderate income levels, and possibly in the above moderate income level, paying more than 30 percent of household income for shelter, but are unable to find housing that is less expensive in Beverly Hills. Therefore, with what households and household income levels should discussions of housing affordability be concerned, and how many households in the City are in these groups?

To qualify for most County, State or federal housing assistance programs, household incomes may not exceed a defined limit, usually a percentage of the County median household income adjusted for household size. Most commonly the income limit defining "lower income" households is set at 80 percent of the County median, although it is sometimes lowered to 50 percent ("very low"). Adjusted for household size, those currently qualifying maximum annual income levels (2000) are shown as follows:

	Household Income	
Persons in Household	50% of County Median	80% of County Median
1	$18,250	$29,200
2	20,850	33,350
3	23,450	37,500
4	26,050	41,700
5	28,150	45,000

For rents to be "affordable" (using the 30 percent of income criterion) to households with these incomes, monthly housing costs must be available at the levels shown below:

Persons in Household	Monthly Housing Cost (30% of 80% County median)
1	$ 730
2	834
3	938
4	$1,043
5	$1,125

A comparison of these housing cost levels considered to be affordable to lower income households and the current cost of owner and renter housing available in the City (see section 2.2.5.) demonstrates a considerable "gap" between the cost of the housing stock available in the City and 30 percent of a lower income.

In 1999 the lowest median cost for condominium housing in any of the six Census Tracts in the City was $320,000 (see Table 28). Assuming a household was able to provide a 20 percent down payment ($64,000, plus closing costs) for such a unit, approximate monthly mortgage costs (not including taxes and insurance) would be approximately $1,864 (assuming a conventional 30-year mortgage with an interest rate of 7.92 percent), which represents a minimum monthly gap of over $1,000 for a two-person, lower income household. The lowest median cost of a single family house in any Census Tract in 1999 was $650,000 and under the same assumptions, would represent a minimum monthly gap of over $2,800.

The cost of one-bedroom rental apartments on offer during the most recent rental survey in 2000 was over $1,300 per month (see Section 2.2.5.2.). Because no registration of apartment buildings and rent levels being charged for units is required in Beverly Hills, information about rent levels on a citywide basis that is more recent than the 1990 Census is not available. If it is assumed that the rent levels shown in the rent survey are characteristic of the entire rental housing stock, the monthly "gap" in housing cost for renter housing is $470 for a two-person lower income household and can be considerably more.

2.3.1. Regional Housing Needs Assessment.

State law (Government Code Sec. 65584) requires that the regional planning agency, the Southern California Association of Governments (SCAG), prepare a "Regional Housing needs Assessment" (RHNA) for each jurisdiction which identifies, 1) existing housing needs of lower income households paying more

than 30 percent of income for housing, and 2) future housing needs of all income groups, adjusted to avoid impaction of existing lower income areas in the region, and disaggregated by four income groups: very low, low, moderate, above moderate. (These income levels correspond to percentages of the County median income: 0-50%, 50-80%, 80-120% and 120% or greater, respectively. The term "lower" income generally refers to all those households whose income does not exceed 80% of County median.)

SCAG has organized its six-county territory into subregions and has adopted a policy of holding the RHNA allocations constant at the subregional level. Beverly Hills is part of the Westside Cities subregion, comprised of four other jurisdictions including the cities of Culver City, Santa Monica, West Hollywood and a number of areas of the unincorporated County of Los Angeles.

2.3.1.1. Existing Lower Income Households' Housing Need.

The draft 1999 Regional Housing Needs Assessment identified a total of 3,912 existing households as having lower incomes. Of these, the following numbers of existing lower income households were paying more than 30 percent of income for housing and are considered to be in need of more affordable housing:

1999 Regional Housing Needs Assessment
January 1, 1998 - June 30, 2005
Existing Need of Lower Income Households

Lower Income Households in Need	Percent of Total Lower Income Households	Household Income		Household Tenure					
				Owners			Renters		
		Very Low	Low	Total	Very Low	Low	Total	Very Low	Low
2,989	76.4	1,907	1,082	564	359	205	2,425	1,548	877

Of the lower income households paying more than 30 percent of income for housing, 81 percent are renters, and of these renters, 64 percent have incomes that are "very low," i.e., not exceeding half of the Los Angeles County median (adjusted for household size).

2.3.1.2. Future Housing Needs of All Households.

The 1999 RHNA provided an estimate of how many additional housing units for all income groups would be needed to accommodate the future growth anticipated for the City for the period January 1, 1998 through June 30, 2005, based on

SCAG's growth projections, assumptions about desirable vacancy rates, and adjusted to avoid impaction of existing lower income areas in the region. That future need was:

Draft Regional Housing Needs Assessment
Future Need for January 1, 1998 - June 30, 2005

Total Households	Households by Income				Percent			
	Very Low	Low	Moderate	High	Very Low	Low	Moderate	High
230	43	26	36	125	19	11	16	54

As a result of an appeal by the City of Santa Monica to reduce their RHNA future need allocation and of subsequent negotiations, the other jurisdictions in the subregion had their RHNA future need allocations increased and the relative proportion of units by income group modified.

Adopted Regional Housing Needs Assessment
Future Need for January 1, 1998 - June 30, 2005

Total Households	Households by Income				Percent			
	Very Low	Low	Moderate	High	Very Low	Low	Moderate	High
256	35	42	40	139	14	16	16	54

2.3.2. Households with Special Needs.

Housing Elements must include an analysis of any special housing needs which may be present in the community, such as those of the handicapped, elderly, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter (Govt. Code Sec. 65583(a)(6)). In some cases the City has an identifiable population falling into some of these categories, but no significant population in others. The following sections provide estimates of the populations of these groups.

2.3.2.1. Elderly Households.

A significant percentage of the City's 1990 population, 6,495 persons or 20.3 percent, was aged 65 or more. Persons aged 65 or more were approximately 20 percent of the population in 1970 and 1980 as well, however the percentage of

the elderly who were aged 75 or more increased from 33 percent of those aged 65 or more in 1970 to 49 percent in 1990.

In 1990, almost 31 percent of all households were headed by a person aged 65 or more, and 13 percent of all households were elderly persons who live alone. Of elderly persons who lived alone, over 80 percent were women.

Of those households headed by an elderly person, 35 percent had incomes of less than $25,000 in 1989. There were 489 persons aged 65 or more in 1989 who lived below the poverty level (which was 23 percent of all persons in the City living below the poverty level), 308 of them lived alone, and 226 of them were aged 75 or more. There were 392 households below the poverty level headed by a person aged 65 or more, which was 40 percent of all households below the poverty level.

Increasingly, elderly persons can be expected to require assistance in the form of both housing design and services in order to avoid inappropriate and premature institutionalization and to remain independent and in their community. Seniors of all income levels may have these requirements and those with lower incomes are particularly in need, especially where a mobility restriction is present. While elderly persons with high incomes may be able to afford supportive services, the scarcity of housing product in the City or in the area which was specifically designed for the elderly creates a need which is shared by many elderly persons regardless of income level. In addition, elderly residents may be in need of assistance with a variety of daily living tasks such as transportation, shopping, etc.

2.3.2.2. Single Parent Households.

As indicated in Table 10, in 1990 there were 738 households with children under 18 where there was no spouse present, 590 of them were female-headed households and 148 were male-headed. Table 19 indicates that there were 103 single-parent families living below the poverty level which was 10.6 percent of all households below the poverty level, and 14 percent of all single-parent households. While single parent households generally have lower incomes, 77 percent of these households below the poverty level were female-headed. In addition to housing which is affordable to them, single-parent households particularly need affordable child care during working hours.

2.3.2.3. Handicapped Population.

The 1990 Census indicated that the number of persons over the age of 16 who described themselves as having a mobility or self-care limitation (or both)

was 3,059 and 1,860 (61 percent) of them were aged 65 or more. Of persons with a mobility and/or self-care limitation, 2,249 or 74 percent were described as also having a work disability, and of these, 70 percent were aged 65 or more. While data is not available on the household incomes of such persons, the combination of advanced age, work disability, and self-care and mobility limitations appears likely to result in not only the need for affordable housing but specialized housing with design amenities and services to assist frail persons.

2.3.2.4. Large Households.

There are relatively few large households in the City. Defined as five or more persons, there are 1,060 such households (seven percent of all households) and 33 percent of these live in renter housing. (By comparison, over 16 percent of all households in the County had five or more persons.) Most of these households are five-person households. Those households consisting of six or more persons number 288, or less than two percent of all households.

Although it is unknown how many large households live below the poverty level, it can be observed that among poor households of two or more persons, the average number of persons per poor household is 4.07. The number of poor households which include children are 175, or 18 percent of all poor households, (Countywide, poor households with children comprise 82 percent of all poor households.) Although it is unknown how many of these are also large households, some of these are households sufficiently large enough to produce the 4.07 average. Despite the fact that the number of such households is probably quite small, the limited availability and high cost of rental housing of more than two or three bedrooms implies the potential for a severe affordability problem for these households.

2.3.2.5. Homeless Population.

The special Census enumeration taken in March, 1990 of shelters and areas where homeless persons might be found indicated a very small number of persons, 5, although a count of "group quarters" population residing in Census blocks containing only a park, Postal Station, etc. revealed a possible 11 persons. There are no shelters or other specific facilities for homeless persons in the City and the parks are closed at night which may account for the small number. The number of persons who are actually homeless and located in the City at night is felt to be comparatively small. An additional factor which may account for the small number is simply that the City is small geographically, and homeless persons are transient in nature. The Shelter

Partnership in an August 14, 1991 report estimated that the Census count of homeless persons undercounted by at least 30 percent on a Countywide basis. While the extent of an undercount in Beverly Hills during the Census count is unknown, even an additional 50 percent would bring the 11-person count up to 17. It is possible that some larger number of homeless persons and families who are neither occupying a semi-regular daytime location for publicly soliciting money, or regularly sleeping outdoors at night in the City, pass through the area, and anecdotal information provided by the Beverly Hills Ministerial Association about persons seeking assistance appears to confirm that perhaps an additional five to ten such persons may approach the religious institutions for assistance on a weekly basis.

2.3.2.6. Farmworkers.

The City is in the middle of a built up urban area and there is no commercial agricultural activity or farmworker population.

2.3.2.7. Population Living Below Poverty Levels.

Persons living in households where household income is below the federal poverty level in an area with high rental costs and extremely high owner costs may be considered a group with special needs, since a very high percentage of total household income must be expended on shelter. Table 19 in section 2.1.2.2. indicates that 971 households of 2,105 persons lived below poverty level according to the 1990 Census. In addition to the elderly, handicapped, single-parent and large households living below the poverty level described in the previous sections, a significant number of households, 293, are comprised of persons under the age of 65 who live alone. These households comprise 30 percent of all poor households. Unfortunately since a further breakdown by age is not available, it is unknown the extent to which these are young adults or middle-aged adults, but the numbers would seem to indicate a need for more affordable housing for single persons, or possibly for more affordable two-bedroom rental units to enable more affordable shared housing among single adults.

2.4. Inventory of Sites Suitable for Residential Development and Analysis of of Relationship With Zoning and Public Facilities and Services.

Govt. Code Sec. 65583(a)(3) requires the Element to include an inventory of vacant sites and sites with redevelopment potential which are suitable for residential development, and an analysis of the relationship of the zoning and public facilities and services to these sites. Sec. 65583(c)(1) further

requires that where such an inventory does not provide for sites sufficient to accommodate needs for all income groups as identified in the RHNA, sites must be identified in the housing program to accommodate both owner and renter housing in numbers sufficient to accommodate at least the needs of the low- and very low-income households. The following sections summarize the remaining residential development potential in the City. A complete, site-by-site analysis including site locations is located in Appendix 5.5.

2.4.1. Available Vacant Land.

A 2000 survey of the areas of the City zoned for multi-family residential development identified 12 individual vacant lots. Based on the contiguous configuration of some of these lots, it is assumed that they potentially comprise 9 sites. (Multi-lot sites may be developed at greater densities than single-lot sites, as discussed in Section 2.5.1.1.1.) It is estimated that the existing zone standards applicable to these sites would theoretically permit approximately 66 additional dwelling units. This estimate may be somewhat high since experience has shown that developers often choose to build less than the maximum number of units allowed in response to market demand for larger units, and in response to the cost of subterranean parking. None of these sites have existing tentative tract map approvals. Specifically these sites are zoned for and provide the following densities and unit potential (refer to Section 2.5. for explanation of density calculations):

Minimum Site Area Required Per Unit	Number of Sites	Total Area of Sites (sq.ft.)	Multifamily Residential Unit Potential on Vacant Sites *
Condition C:			
1-Lot Sites [1,300 sq.ft. land area/unit]	2	14,150	13
Condition B:			
3-Lot Site [1,000 sq.ft. land area/unit]	1	18,210	19
2-Lot Sites [1,200 sq.ft. land area/unit]	1	12,100	11
1-Lot Sites [1,500 sq.ft. land area/unit]	2	12,140	10
Condition A:			
1-Lot Sites [1,700 sq.ft. land area/unit]	3	19,690	13
Total	9		66

* Assumes one additional unit per building in accordance with the Minimum Unit Size Ordinance

It is estimated that approximately 5 vacant lots zoned for single family residential development exist in the City, which would permit 5 additional dwelling units. There are virtually no lots zoned for single family residential use south of Sunset Boulevard which could be subdivided. North of Sunset Boulevard there are perhaps 10 additional lots which could be created through subdivision, bringing the net remaining development potential of single family residential areas to approximately 15 units. (For density standards see Section 2.5.)

Although there have been only two applications for secondary units as required by Govt. Code 65852.2(b) to be permitted in residential areas, given the large lots in the southwest and northern portions of the City, the potential exists

for hundreds of such units. Because existing development standards allow multiple kitchens as well as accessory structures which have complete living facilities, there appears to be little incentive under existing development regulations for a property owner to pursue a secondary unit unless he or she wishes to have a second household legally occupy an accessory structure with complete living facilities.

2.4.2. Development Capacity.

If the number of multifamily residential units which has been built on a site is less than the number which could potentially be constructed under existing zoning standards, the site may be considered to have theoretical remaining development capacity. By subtracting the existing number of dwelling units from the maximum number which could theoretically be constructed on multifamily residential lots, and by adding the maximum number which could be constructed on vacant multifamily residential sites, a rough estimate of the net remaining multifamily residential development capacity is obtained. A lot-by-lot survey of the areas zoned for multifamily residential development indicated that the theoretical net remaining capacity is approximately 904 units, including the vacant multifamily residential sites. (Sites which have more existing units than would be allowed under existing zoning were not included in the survey.)

It is important to note that the estimated remaining zoning capacity of 904 units (including the vacant sites) is a theoretical number which is affected by market and financing conditions. The planning period is from January 1, 1998 through June 30, 2005. While the number of additional units that have been added to the housing stock between January 1, 1998 and June 30, 2000 is known, and the extent of tentative entitlements or permits issued for housing developments not yet constructed is known, it is uncertain what is likely to actually be built in the period 2000-2005. Likewise, predicting the availability of construction and permanent financing, as well as the overall financial feasibility of residential development in an area where multifamily residential land costs can be well in excess of $120,000 per unit is difficult. And as noted previously, development experience of the past ten years indicates that developers do not always construct the maximum number of units on a site which is theoretically possible because of the purchaser demand for units larger than the minimum sizes required and the cost of more than one level of subterranean parking.

It can be anticipated that the pricing of any future development would reflect the prevailing market conditions at the time of development, and, barring any intercession in market forces, such development is not expected to be

affordable to lower or moderate income households. In the multifamily residential market, only condominiums are expected to be constructed on sites where only apartment units are demolished to clear the site.

Affordable housing program strategies are not likely to succeed through an increase in development potential alone. In a housing market area such as Beverly Hills, even a very large expansion of development capacity (on a scale well beyond that which could be expected to be appropriate or accepted in virtually any community) may well be unlikely to result in housing costs affordable to moderate or lower income households. Housing demand is high enough in Beverly Hills that the selling or renting price of a large number of additional units would simply continue to be out of reach for moderate or lower income households. In view of the unlikeliness of a massive increase to the theoretical remaining development capacity to result in units affordable to moderate or lower income households, the appropriateness and feasibility of encouraging development at a scale that would be significantly disruptive to existing neighborhoods is problematic.

2.4.3. Capacity of Public Facilities and Services.

Existing capacity of the City's physical and service infrastructure is expected to be adequate to accommodate the growth anticipated for the 1998-2005 planning period.

The City currently has adequate sewer capacity to handle existing flows, however during heavy rainstorms, inflow and infiltration by storm water can and has occurred in the existing sanitary sewer system. The City has undertaken a comprehensive analysis beginning with the inventory and mapping of 95 miles of sewer lines and installation of permanent and temporary flow metering stations to monitor actual flows. While the analysis has not yet been completed, the existing sewer capacity is anticipated to be adequate to serve the small level of growth anticipated by 2005.

The City receives its entire water supply from the Metropolitan Water District. As a charter member of the District, the City is entitled to obtain its water supply from the District in perpetuity. No shortfall in the ability of the District to continue to supply water is anticipated during the planning period.

2.5. Potential and Actual Constraints on the Maintenance, Improvement and Development of Housing.

Pursuant to Government Code Sec. 65583(a)(4) and (5), an analysis of potential and actual governmental and nongovernmental constraints upon the maintenance, improvement or development of housing for all income levels is required in Housing Elements.

2.5.1. Governmental Constraints.

Governmental constraints on the development of housing include development standards for single and multifamily housing which regulate minimum lot sizes, structure height, minimum unit size, setbacks, density, parking, etc., and the time and review requirements for projects. Other regulations which affect multifamily rental housing in Beverly Hills include two types of rent control. At the State level, the California Constitution (Article XXXIV) requires that any proposed low income housing development requires an affirmative majority vote of the electorate if the project involves federal, State or local funding. Additional constraints include the lack of resources earmarked for low income housing development from sources often available to other jurisdictions, such as a redevelopment agency, although this is not a constraint imposed by the City inasmuch as there are no areas of the City that are likely to qualify under State redevelopment law for establishment of a redevelopment area.

2.5.1.1. Residential Development Standards.

In general, the zoning code does not currently allow for mixing of uses within a zone, or "cumulative" zoning and there is a high degree of conformity between actual land use and zoning. Areas zoned for commercial property may not be developed with residential property, although land zoned for multifamily residential may be developed with single family units.
Municipal Code requirements control minimum lot size, density (based on amount of site area) unit size, height, setback and parking standards and include additional standards related to hillside areas. The following is a generalized description of standards applicable to multifamily and single family residential development. Although these standards have and will continue to be subject to periodic evaluation and refinement (as described in the housing program), they are appropriate for the community and respond to the local development context, particularly with respect to the parking requirements which reflect the actual, site-specific parking demand. Accordingly, to the limited extent that the standards may pose constraints on housing development in comparison to the nongovernmental constraints

identified in Section 2.5.2., they are not constraints which are appropriate to remove. Specialized development standards which provide a variety of incentives to developers of lower income housing are described in the following sections as well.

In general, rehabilitation or reconstruction of older units does not require conformance with current zoning standards unless over 50 percent of the value of the structure is involved. The City uses the 1997 Uniform Building Code as subsequently amended by the California and City codes deemed necessary for local geographic, climactic and topographic reasons. These are contained in Chapter 1 of Title 9 of the Municipal Code. The City utilizes its code enforcement powers in a manner that does not constrain housing development or improvement.

2.5.1.1.1. Multifamily Residential Development Standards.

The number of dwelling units which may be constructed on any individual multifamily residential property is determined by applying a combination of standards to the specific site. The development standards for condominiums and rental apartments are the same. The range of theoretical densities possible is from 25.6 units per acre to 48.4 units per acre.

Minimum Site Area. Each area zoned for multi-family residential use is subject to one of three possible minimum site area requirements for each dwelling unit, depending on the number of contiguous lots comprising the site, on proximity of the block to single family zoned areas, and on street width (referred to as "conditions"). A map showing the locations of the Height/Density Districts is included in Apprndix 5.6. The standards provide a unit bonus for parcel assembly, thereby reducing the number of driveway curb cuts, decreasing the cost of parking by increasing the number of parking spaces possible on each subterranean level and decreasing the percentage of garage area devoted to ramps and aisles, and permitting larger numbers of units on the same land area than would be possible if developed as individual lots. The standards are as follows:

Condition	Number of Lots in Site	Minimum Site Area Per Unit	Resultant Density (Units/Acre)
A	1	1,700 sq.ft.	25.6
	2	1,450 sq.ft.	30.0
	3	1,200 sq.ft.	36.3
B	1	1,500 sq.ft.	29.0
	2	1,200 sq.ft.	36.3
	3	1,000 sq.ft.	43.6
C	1	1,300 sq.ft.	33.5
	2	1,100 sq.ft.	39.6
	3	900 sq.ft.	48.4

An exception to these site area requirements is a small R-3 zoned area on N. Doheny Dr. where a minimum of 1,700 sq.ft. of site area is required for each unit. A further exception is the provision that permits one additional unit per project provided the extra unit is an efficiency (0-bedroom) unit. This provision results in a slight increase to the density ratios shown above.

Minimum units sizes. Minimum individual dwelling unit sizes are:

0 Bedroom	600 sq.ft.
1 Bedroom	1,000 sq.ft.
2 Bedrooms	1,300 sq.ft.
3 or more Bedrooms	1,500 sq.ft.

Maximum Height. There are four maximum heights for multifamily residential development, depending on the designated Height District. Maximum heights are the lesser of the indicated number of stories or height in feet:

District "A"	3 stories/33 feet
District "B"	4 stories/45 feet
District "C"	5 stories/55 feet

Required Parking. Minimum required parking is a function of the unit size:

0 Bedroom:	1 space	3-4 Bedrooms:	3 spaces
1 Bedroom:	2 spaces	5 or more bedrooms:	4 spaces
2 Bedrooms:	2.5 spaces		

Efficiency units in excess of 1,000 square feet require two parking spaces. In addition, one guest space for each four units is required.

Other Requirements. Minimum front and rear yard setbacks are generally 15 feet although there are site-specific exceptions. Minimum side yard setbacks are calculated at a rate of five feet for a one-story structure with increments of two additional feet for each additional story or 12 feet in height of the structure. No structure may exceed 175 feet in length. A minimum of 200 sq.ft. of outdoor living area is required for each unit.

Condominium Conversion/Demolition Limit. An ordinance enacted in 1982 during a period of active condominium development limits to 83 the number of apartment units that may be demolished or converted to condominiums in any one year. The quota carries forward from year to year if not exhausted. That means that in the eighteen years since that ordinance was enacted (1982 through 1999), a maximum of 1,494 apartment units could have been demolished or converted without exceeding the cap. As a result of subsequently lower demolition rates that have not approached 1982 levels, 434 apartment units were demolished during 1982-1999. Therefore, as of January 1, 2000, 1,060 units could be demolished or converted in a single year without exceeding the ceiling established by the ordinance. That figure exceeds the number of demolition or conversion requests the City has received in any single year.

Density Bonus. The City has implemented the State law requiring provision of a 25 percent density bonus where a minimum percentage of units in a project are reserved for lower income or senior households. The units reserved for lower income or senior households may be reduced in size from the minimums otherwise required to:

0-1 Bedroom	850 sq.ft.
2 Bedrooms	1,150 sq.ft.
3 or more	1,350 sq.ft.

In addition to this development incentive, a waiver of fees, provision of grant funds, priority review, and other incentives of financial value is offered. The units set aside for lower income households in such projects must be reserved for households with qualified incomes for a minimum of 30 years. The City's ordinance and guidelines were enacted in 1987 and subsequently modified in conformance with State. To date, no application for a density bonus project has been received.

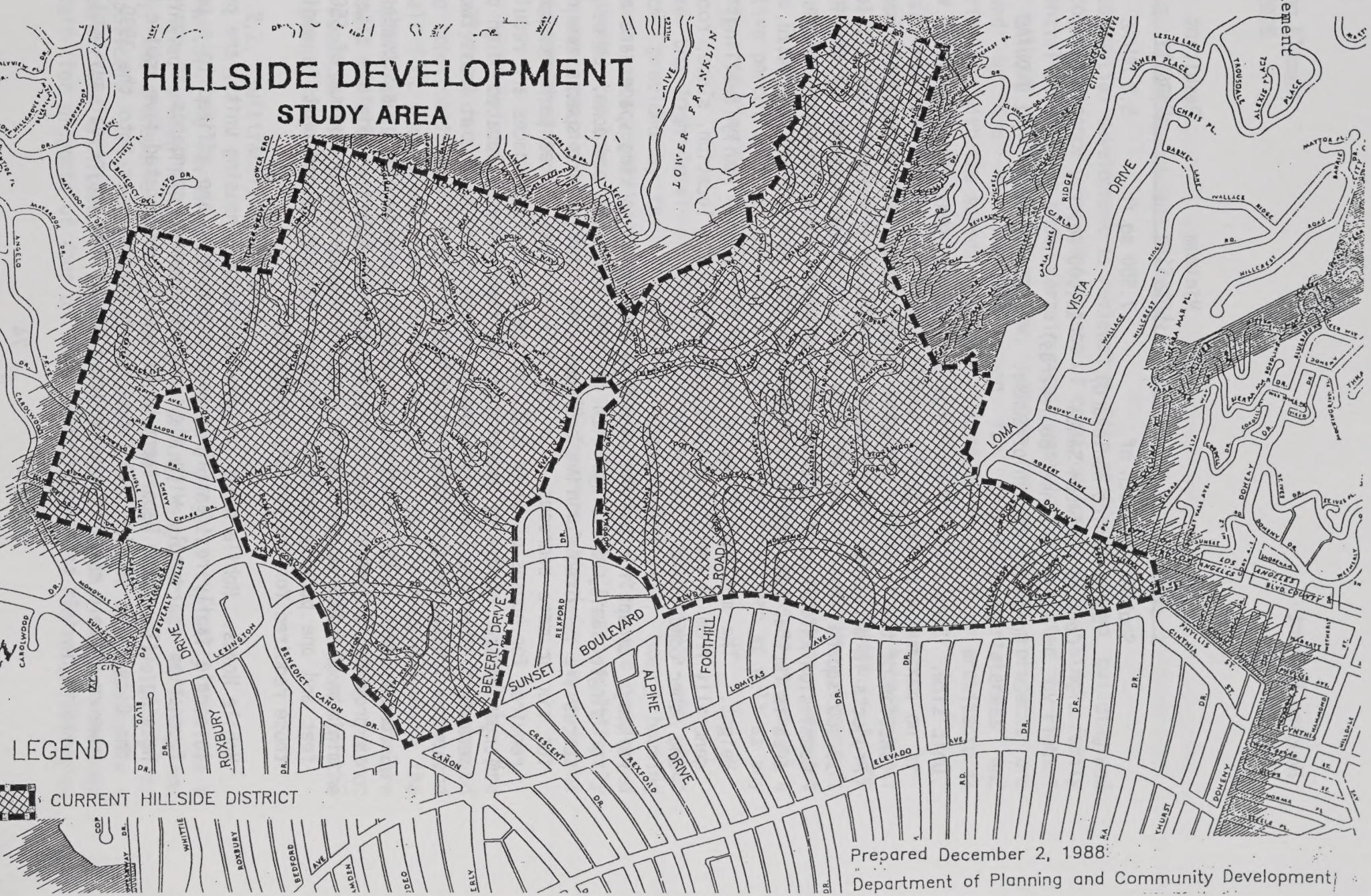
Elderly Housing. Projects reserved for elderly occupants or handicapped households may be developed under either of two sets of incentive standards.

One set is for projects where the units are reserved for lower income households (whether congregate-style or independent living) and the other is for market rate congregate-style projects. Both versions allow smaller unit sizes, increased height and density, lower parking rates and reduced outdoor living area requirements compared to conventional multifamily residential development standards. Such projects may be developed in any multifamily residential zone, and in the small RMCP zone may be constructed as part of mixed residential/commercial structures. Either type of project is required to be reviewed as a Conditional Use Permit application. To date, one independent living project for very low income seniors and handicapped persons has been constructed, and one market rate congregate project has been approved with construction nearing completion. (The State density bonus law also provides for a 25 percent bonus in units for market rate senior projects, however to date no applications have been received.)

2.5.1.1.2. Single Family Residential Development Standards.

The City has development standards which apply to all single family houses in the City as well as those which are unique to three different areas of the City -- the "Hillside Area," the "Trousdale" area, and the remainder of the City. (See Map 2 for the boundaries of these areas.) The following is a generalized description of current development standards for single family houses in the City and does not include all the conditions which govern development.

Density. Citywide, the minimum lot size, amount of street frontage and other criteria for legally developable lots determine single family residential density. The City is divided into three areas for purposes of determining minimum lot size:



Prepared December 2, 1988
Department of Planning and Community Development

Area	Minimum Lot Size	Resultant Density
Southerly (south of Santa Monica Boulevard)	7,500 sq.ft.	5.8 DU/AC
Central (between Santa Monica & Sunset Boulevards)	13,000 sq.ft.	3.4 DU/AC
Northerly (north of Sunset Boulevard)	43,560 sq.ft.	1.0 DU/AC

Unit size. Single family dwellings must be a minimum of 1,600 sq.ft. There is no maximum size per se for single family dwellings. Maximum size is a function of the lot size, setbacks, height limit, size of buildable pad, etc. Projects in excess of 1,500 square feet plus 40 percent of lot size (or over 15,000 square feet in the Hillside Area) must be reviewed by the Planning Commission which has the authority to establish a maximum size. Maximum floor area is further regulated in the Hillside Area by the slope, pad size, etc.

Height. The maximum allowable height for single family dwellings varies generally from 14 feet to 32 feet depending on the location, slope, roof style and other conditions.

Parking. Except for the Hillside Area, two paved parking spaces are required for single family dwellings with no more than four bedrooms, three parking spaces are required for five bedrooms, and four parking spaces are required for six or more bedrooms. In the Hillside Area, three parking spaces are required for houses of up to 6,000 square feet. Four spaces are required for larger houses. Citywide, parking is not require to be located in an enclosed permanent structure (garage) although in the Hillside Area at least two spaces must be located in a permanent covered structure.

Secondary Units. The City operates under its own version of a secondary units as provided for under Govt. Code Section 65852.2(a). Eligible sites are a minimum of 6,000 square feet in area, units must be a maximum of 650 square feet and one parking space is required for the second unit in addition to those required for the primary residence.

Mobile Homes. Mobile homes (or pre-manufactured housing units) are permitted in single family residential zones provided they are affixed to a permanent foundation and comply with the same development standards as conventional housing. (The State Department of Finance has enumerated five mobile homes in the City based on the 1980 Census which carried over into the 1990 Census, however a field check of the reported Blocks did not reveal any mobile homes and this is felt to be an error.)

2.5.1.2. Time, Review and Fee Requirements.

All residential development is reviewed by City staff for zoning, building and fire code compliance prior to issuance of construction permits. Single family residential development under certain size thresholds is permitted "by right," i.e., without discretionary review. Above the thresholds, projects are reviewed by the Planning Commission for their appropriateness and compatibility with the surrounding area. There is no design or architectural review of single family projects.

All multifamily residential projects are reviewed by the Architectural Commission and require a Development Plan Review (DPR) permit. A DPR application for those projects of four or fewer units is reviewed by staff; those of five or more units are reviewed by the Planning Commission. Pursuant to the State Subdivision Map Act a condominium project requires review of a tentative parcel or tract map and a final parcel or tract map as well as any extensions of time for these approvals.

Because the high level of safety, infrastructure, maintenance and other services provided by the City requires that market rate, luxury housing consumers participate in the support of these services, it is not considered appropriate to lower the fees charged to single family and multifamily development, particularly since many or all fees are waived for lower income housing developments.

Curbs, gutters and driveway aprons, and sidewalks where applicable, are typically required to be replaced since they are usually damaged or destroyed during construction, and for multifamily residential development, a two and one-half foot dedication from the rear property line is required where the development abuts an alley of substandard width. These improvements are necessary for safe, efficient access to property, and since the City has not the resources to provide them and their necessity is occasioned by the development, they are appropriate to require of the developer.

2.5.1.2.1. Multifamily Residential.

Apartments. The review process for apartment projects typically involves a coordinated preapplication review by planning, engineering, building and safety, and transportation staff for code compliance which is voluntary for the applicant. This is followed by a formal submission of applications for a DPR permit and architectural review. The DPR application is either reviewed by staff (for projects of four or fewer units) or by the Planning Commission

(five or more units). The plans, which are generally in preliminary form at this point may then be submitted on a voluntary basis to the Architectural Commission for review of the design concept. Once the design has been approved by the Architectural Commission in concept, a set of final plans is submitted for a plan check review by City staff which is followed by a mandatory review of the final plans by the Architectural Commission. A construction permit is issued following the final review by the Architectural Commission. This entire process, including the voluntary reviews, requires approximately five to seven months depending on whether the project involves review of the DPR by staff or by the Planning Commission. Representative information about review and permit fees is unavailable since the only apartment building constructed since the early 1980s was a four-unit project constructed and occupied by the owner, however several condominium projects have been completed, and minus the condominium unit tax and the fees to process tentative and final tract maps, the fees are the same for apartment projects.

Condominiums. The review process for a condominium project is the same as for an apartment project with the addition of a review by the Planning Commission of the tentative map application (which is conducted concurrently with the DPR review) and a review of the final map by the City Council. The additional step adds approximately one month to the apartment review time. A recently constructed, ten-unit condominium paid $15,829 per unit in tract map review, plan check, and engineering fees, plus $3,648 per unit in school development fees.

Density Bonus Projects. Since there has been no experience to date with the State Density Bonus law it is difficult to know how long the review process would take, although it can be assumed that it would involve at least as much time as a condominium project, particularly for the first few projects. Since waiver of fees is one of the bonuses which the City may choose to grant a density bonus project it could be assumed that such project might have almost no review fees associated with the project review.

2.5.1.2.2. Single Family Residential.

In general, single family developments which do not exceed a floor area threshold of 1,500 square feet plus 40 percent of the lot area (or 15,000 square feet in the designated "hillside" areas) and conform to certain height, setback and other requirements do not undergo a discretionary review. Plan check of a development which conforms to building and zoning codes requires approximately three weeks, whereupon a construction permit can be issued.

Developments may exceed the size threshold or other standards if they are reviewed and approved by the Planning Commission. Total review time including plan check is approximately four to five months although particularly unusual or controversial single family residential developments can take much longer. Second units are reviewed on a discretionary basis by the Planning & Community Development Director although applications can be referred to the Planning Commission for a noticed public hearing.

Review fees in 2000 for two centrally located single family houses not involving discretionary review were examined and averaged approximately $70,130 per unit. When the school development fee was added the total fees were $79,570. These houses were large (seven and 11 bedrooms respectively), but not unusually large for the City. Smaller houses would have proportionately smaller fees since the single largest fee component is based on square footage.

2.5.1.3. Rent Control.

All apartment units in Beverly Hills are subject to rent control. (Rental of condominium or single family units is not regulated by the rent control ordinances.) Rent control of apartment units first went into effect March 31, 1979, and was enacted in response to a critically low vacancy rate, dramatically rising rent levels, and the consequent vacation of apartments by the tenants, many of whom were perceived to be elderly, low income persons who were longtime residents of the City. The initial rent control ordinance rolled back rents to May, 1978 levels and applied only to those apartments renting for $600 or less as of May 31, 1978. Regulations governing just cause evictions and pass-through of capital improvements were imposed as well. Under this ordinance, rent levels may be annually increased by eight percent or the average Consumer Price Index, whichever is less. Units are no longer controlled once voluntarily vacated (or tenants evicted for just cause) and may be rented at whatever level the market will bear, however upon re-renting of the unit, those renting for $600 or less continue to be subject to the ordinance.

In 1986, in response to complaints about exorbitant rent increases from tenants whose units were not rent controlled, a second rent control ordinance was enacted. This ordinance regulates rental of all apartment units not otherwise regulated by the first ordinance and limits to ten percent the annual rent increase. Vacancy de-control of rent levels to whatever level the market will bear is also permitted, although units continue to be subject to the ordinance provisions governing evictions, pass-through of utility increases, etc., as well as the maximum ten percent annual increase.

The rent control ordinances do not require registration of apartments and consequently the number of units initially regulated by each ordinance is not known,* nor is the extent of change in the numbers of units governed by each of the ordinances. Given that the criterion for recontrol of a unit under the initial rent control ordinance continues to be a rent level not exceeding $600, it is reasonable to assume that the number of units covered by the more restrictive allowable rent increases has dropped. Further, if it is assumed that rental units demolished since 1978 to make way for redevelopment are older units in smaller structures which tend to rent for less, it can also be assumed that a number of the units demolished were also governed under the first, more restrictive rent control ordinance.

Because the rent control benefit is not related to or contingent on the tenant's income level, and because allowable increases under both ordinances are a simple annual percentage increase, tenancies of long duration may result in rent levels which are increasingly less affordable, or no longer affordable, to the tenants. The 1990 Affordable Housing Committee appointed by the City Council to make recommendations with regard to preserving and increasing the supply of affordable rental housing studied this issue and noted that a unit renting in 1979 for $575, could rent for $1,000 per month 11 years later, thereby rendering the cost unaffordable to a lower income household in 1990. The rent ordinances are nevertheless felt to provide a level of protection for moderate and lower income households and as such, rent control serves to further the housing goal of preserving existing housing affordable to lower income households. It is therefore not appropriate to eliminate what little constraint, if any, is imposed by rent control ordinances which feature vacancy de-control of rent levels.

2.5.1.4. Limits on Demolition of Apartment Units.

As a corollary of rent control, the City limits to 83 the number of apartment units that may be demolished or converted to condominiums in any single year. Any unused balance of authorized demolitions/conversions may be carried over cumulatively from year to year. From 1982, when the ordinance was enacted, through 1999, 434 apartment units were demolished/converted, an average of 24 per year, as compared to a total of 1,494 units that could have been demolished or converted under the City's ordinance. As a result, as of January 1, 2000, an additional 1,060 apartment units could be demolished or converted in a single year without exceeding the cap established by the

* A June 20, 1980, memorandum from Fred C. Cunningham to Edward S. Kreins stated that a very general estimate of units subject to the initial rent stabilization ordinance was between 4,500 and 5,800 units.

ordinance. Clearly this is a regulatory area that could benefit by renewed study if annual limits on removal of rental apartments is considered desirable. (See Section 2.5.1.1.1.)

2.5.1.5. Article XXXIV of the California Constitution.

Article XXXIV of the California constitution requires that an affirmative vote of a majority of the electorate is necessary in order to develop housing projects for persons of low income which involve federal, State or local governmental funds. (Section 37001 of the Health & Safety Code provides for certain exemptions to this requirement.) This requirement represents a constraint on the development of low income housing to the extent that an electorate is disinclined to approve such referenda.

2.5.1.6. Efforts to Remove Governmental Constraints.

Over the years the City has made a number of significant efforts to streamline the development review process which were described in detail in the 1989-1999 Housing Element, including the elimination of two discretionary review committees.

In addition to the elimination of these two review bodies, the development review process has been shortened and streamlined in a number of other ways:

- Plan checks for zoning code compliance and building code compliance are done as one process by the same staff.

- Prospective developers of multifamily residential projects have the opportunity to undergo a voluntary pre-application review of their projects by a multi-departmental coordinated staff team to insure that time-consuming corrections to plans, once formally submitted, will be minimal.

- Certificates of compliance and boundary line adjustments, once reviewed by the Planning Commission, are now reviewed by staff.

- Beginning in 1989, a "minor accommodations" procedure from selected Code requirements was initiated to increase flexibility in design. Now, minor variations from Code for front yard paving in single and multifamily projects; rear yard setbacks and rooftop restrooms in multifamily zones, and replacement of non-conforming garages in multifamily developments may be reviewed by staff (unless the applications otherwise require a discretionary review by either the Planning or Architectural Commissions). Since the adoption of the previous Housing Element, additional variations

from Code have been added, including front and street side yard fences in the Hillside Area.

- Standards for use of single family houses for large family day care homes were enacted in 1996 pursuant to State law and applications required review by the Planning Commission. In 1998 the regulations were amended to permit review by staff.

2.5.2. Nongovernmental Constraints.

The cost of land, labor, materials and financing for housing construction are by far the most significant cost components of a development project and consequently are the most significant constraints on the construction of any type of housing, affordable or otherwise. The cost of land has always been high in Beverly Hills. Costs to the consumer in Beverly Hills for renter or owner housing product which is comparable to that found in the immediate surrounding area can be higher simply by virtue of location within the incorporated city limits of Beverly Hills. In addition, most parcels of residential land are held by disparate owners; multifamily residential parcels are typically small (7,500 sq.ft.), parcel assemblage is infrequent and assemblage of more than three parcels is rare. This results in increased per unit construction costs, particularly with respect to subterranean parking. The high cost of the residential development process and product are further exacerbated by the preference of consumers for units larger than the minimum sizes required. These non-governmental factors all contribute not only to high cost, but also to some under-development compared to the maximum potential permitted under the zoning. In some instances, these factors have actually resulted in fewer new condominium units replacing a larger number of older apartment units.

2.5.2.1. Cost of Land.

In 2000, prime multifamily residential land is typically available in the Beverly Hills West Los Angeles area at a rate of approximately $120,000 per unit and can be higher.

2.5.2.2. Cost of Construction.

Based on a survey of the estimated valuations calculated as part of the permit process for all new single and multifamily units which received construction permits for a 5.5-year period (January 1995 through June 2000), the average estimated cost of labor and materials for a single family home in Beverly Hills during this period was $656,000, with the highest cost $3,090,000 and

the lowest cost $230,000. The average valuation of labor and materials (also calculated for permit and assessment purposes) to construct a multifamily dwelling unit during this period was $276,000, with the highest cost $376,000 per unit and the lowest $125,000 per unit.

Because of the propensity of contractors to under-report the value of expensive finishes and fixtures in units, and the propensity of some property owners to install lavish finish materials, there can be a significant disparity between the actual cost of construction and the reported valuation reflected in this survey, particularly in large houses. Construction cost valuations of single family dwelling units (including garages) range from approximately $120 per square foot south of Santa Monica Bl. to $135 to $160 per square foot north of Sunset Bl. However, actual costs have been estimated as high as $200 to $300 per square foot and in a few instances, are much higher. The construction cost valuation of condominiums (including subterranean garages) is approximately $130 to $140 per square foot. In general, the estimated construction cost valuation of condominiums is closer to their actual cost, as compared to the discrepancies for the larger single family houses.

2.5.2.3. Cost of Financing.

The availability of consumer and developer financing at rates that produce home mortgages and construction loans is not controlled by local governments and affects the ability of consumers to purchase and developers to build. While home mortgage rates have recently been at their lowest levels in many years, based on the rates offered by traditional lenders they are beginning to rise. The example home purchase of a condominium in 1999 that was discussed in Section 2.3. assumed a 7.92 percent conventional 30-year mortgage and demonstrated the monthly payment gap that exists for a lower income household; interest rates in excess of 7.92 percent would simply increase this gap and include more households among those for whom homeownership in Beverly Hills is infeasible. For rental housing developers, the only source of construction financing available for some years has been private, unconventional financing.

2.6. Opportunities for Residential Energy Conservation.

The City of Beverly Hills fully enforces the provisions of Title 24 of the California Administrative Code, which provides for Energy Efficiency Standards for new buildings and standards for water-conserving plumbing fixtures. Although local jurisdictions may adopt structural energy conservation standards in excess of the existing State standard, in the moderate climate of

the City of Beverly Hills, such an increase in standards would be of dubious value, and could act to increase homebuyers' costs.

2.7. Response to Housing Needs 1998-2000.

The City was originally planned by its founders as an upscale, but complete, full-service community in which the housing needs of employees of small shops and service operations were met, as well as the desires of the wealthy for large estates. The City was subdivided into lots that ranged in size from very small (less than 5,000 square feet) to very large, with substantial areas zoned for multifamily as well as single family residential development. As discussed in the Land Use Element, this development pattern is intact today although there is only one large privately owned "estate" remaining that could be subdivided. Over time, the cost of land has risen to the point that today, the gap between economic feasibility for developers and affordability for moderate income households is quite large. The housing market in Beverly Hills generally provides for above-moderate income households, although the need for more variety in housing product has been expressed. The challenge to provide for other income groups is formidable. The means to close the affordability gap that are commonly available to other jurisdictions are not available in Beverly Hills. For example, most communities rely upon the funds from Redevelopment Agencies that are mandated to be used for lower income housing; however, there is no area in Beverly Hills that is likely to qualify under State regulations for formation of a redevelopment district. During 1998 though 2000, the City has taken the following steps to attempt to respond to the needs of households of all income levels as well as the special needs populations. (Sections 3. And 4. describe the housing program that covers the period 2000-2005.)

An ordinance adopted in 2000 reduces the minimum unit size of an efficiency (0-bedroom) dwelling unit in multifamily structures to 600 square feet, and permits one additional unit above the allowable density for the project if an efficiency unit is included. The ordinance was intended to encourage construction of smaller units that are assumed to cost less than larger units. It also responds to the high percentage of households consisting of a single person. Due to the recent enactment of this legislation it is not possible to know with certainty at this time the extent to which developers will avail themselves of the opportunity to include an additional unit in their projects or at what cost level such units will be offered on the market.

The City has also taken steps to reduce conflicts between residential and commercial areas through the adoption of an ordinance that regulates loading

and patron entry times and other operations of businesses that operate during late or early morning hours adjacent to residential areas.

2.7.1. Very Low and Lower Income Households.

Since adoption of the last Housing Element update, there were no additional new units constructed that were affordable to very low or low income households. A number of programs were continued or created to reduce the cost of existing housing to very low and low income households, and to assist senior residents to remain in their homes as long as possible.

In an effort to increase the amount of housing available to seniors, an ordinance was developed in 2000 that would permit conversion of non-dwelling unit space such as exercise rooms in existing multifamily structures to dwelling units for occupancy by persons aged 62 or older. Currently undergoing the public review process, the proposed ordinance would permit the creation of one such dwelling unit per building without requiring additional parking or compliance with standards such as open space requirements that would ordinarily be required of new construction. It is not possible to know how many building owners will choose to pursue this opportunity, although the issue was raised by the owner of two structures that may qualify. Rent levels of such units are not controlled, however it is assumed that these relatively small units will be affordable to moderate, low, and possibly very low income elderly persons.

The City's Handyworker Program, begun in 1984, provided home repairs, security improvements, weatherization and mobility improvements to 90 households living in apartments and single family houses between January 1998 and June 2000. Of these, 47 were very low income, 31 were lower income and 12 were low to moderate income. The program is operated by a non-profit agency funded through the Community Development Block Grant and is available only to households of very low or low incomes.

The City operates a program of housing counseling and referrals for elderly residents who seek like-minded persons with whom to share housing to reduce their housing costs. From January 1998 through June 2000, this program matched 43 elderly people, and a total of 301 people (including those matched) received housing counseling services. The Senior Homeshare program is operated by a nonprofit senior housing developer under contract to the City. It was previously funded through the Community Development Block Grant and is now funded by the City's General Fund. Although the program is operated in areas of Los Angeles adjacent to the City and is allowed to match clients in either community, from time to time the program has experienced some

difficulty in maintaining a large enough pool of clients within the city limits because few Beverly Hills residents have been willing to move out of the City, even for short distances in essentially the same neighborhoods, to achieve a match. However compared to the cost of rent subsidy programs, the Senior Homeshare program is extremely cost-effective in reducing the housing cost of those seniors who find house and apartment sharing to be desirable, and it can provide increased companionship, assistance with daily living, an increased sense of security and more efficient use of available housing.

The City also provides a Senior Case Management program that provided services to 125 program clients from January 1998 through June 2000. The Senior Case Management program assists frail elderly persons to remain in their homes by providing an assessment of needs, coordination of services to meet those needs, and follow-up. Typical assistance can involve coordination of home meal delivery, tax and bill-paying assistance, housekeeping, transportation, medical or legal assistance, etc. The program is coordinated with the City's Senior Information and Referral Service at the Roxbury Park Senior Center. The program is provided by a non-profit agency under contract to the City. It is funded by the Community Development Block Grant and the City's General Fund.

The existing assisted housing stock includes 150 units of Section 202 apartment units constructed in 1987 and fully rented in 1988 for elderly and handicapped persons of very low income and which have Section 8 rental certificates assigned to the units. These very low income households must be requalified each year, which represents 375 certificates issued or reissued in the two and a half years between January 1998 and June 2000. The Section 202 project (225 N. Crescent Drive) was a joint development by the City and the nonprofit Beverly Hills Senior Citizen Housing Corporation and took approximately ten years from initial policy direction to completion to develop. The award-winning project is a vertical mixed use structure consisting of a subterranean public parking structure of almost 900 spaces and ground floor market with three levels of elderly/handicapped housing above which are set back from the ground floor. In addition to funding the public parking and market portions of the structure, the City provided to the housing portion the nine-lot site and funding (general fund, and federal Community Development Block Grant and Jobs Bill funds) to support feasibility studies, environmental review, legal fees, site clearance and preparation, partial excavation, off-site improvements and amenities beyond those allowed by the federal Section 202 program.

The Section 8 Existing program of rental assistance also operates in the City and is administered by the Los Angeles County Housing Authority. There were

two rental assistance contracts in the City that were recertified each year, representing approximately 5 certificates issued or reissued between January 1998 and June 2000. At one time there were approximately 40 to 50 Section 8 Existing contracts in the City, however with federal funding reductions this number has dwindled. Allowable Section 8 "fair market rents" that participating landlords may charge a Section 8 tenant have not kept pace with actual market rent levels in the area which may also contribute to the declining level of participation.

The City's rent control ordinances limit rent levels paid for apartment units by households of all incomes, however because the units are not required to be registered, information on the extent of the benefit, to which income group, is unknown.

Although only a very small number of homeless persons have been enumerated in the City (see Section 2.3.2.5.), efforts have been made to provide assistance to groups that provide services to the homeless and indigent in recognition of the regional nature of this problem that must be addressed on an interjurisdictional, cooperative basis. The City has provided grants from both General Fund and Community Development Block Grant monies to the Westside Foodbank, P.A.T.H. (People Assisting the Homeless), a nonprofit counseling and general assistance organization, the Los Angeles Free Clinic, and the Beverly Hills Ministerial Association which supplied food vouchers and referrals during 1998-2000. In addition, the City provided CDBG funding to two regional homeless shelters that have been or are being developed since the last planning period. One shelter was developed by the non-profit New Directions and serves homeless veterans, including those from Beverly Hills, from its location at the West Los Angeles Veterans Administration facility and the other is being developed to the east of the City by P.A.T.H. and will serve all homeless persons. The City also implemented an outreach program with P.A.T.H. that attempts to contact and provide assistance to homeless people on the streets in Beverly Hills. Given the small number of homeless persons in the City, it is felt that the City's existing resources for homeless persons are sufficient and that no unmet need requires the identification of sites for additional emergency shelters. The City will continue to look for opportunities to provide assistance to the homeless as discussed in Housing Program 2.8.

2.7.2. Moderate and Above Moderate Income Households.

During the period January 1998 through June, 2000 the Senior Homeshare program assisted 18 clients who were "above low" incomes who were assumed to be

"moderate" income persons. The Senior Case Management program also assisted 5 persons of "above low" income who are also assumed to be of moderate income.

A market rate, 64-unit congregate elderly housing project is nearing completion and these units are expected to be affordable to "above moderate" income persons.

If it is assumed that the development climate in effect during 1995-1999 will continue and will generate the same levels of construction, the City can expect to see a net increase of 29 additional single family houses and a net increase of 78 multifamily residential units (all condominiums), for a total of 107 dwelling units for the 7.5-year planning period of January 1, 1998 and June 30, 2005. Owner housing costs in high cost areas of the western part of Los Angeles County have risen to and in some cases exceeded pre-recession levels, and housing costs can be expected to remain high during 2000-2005 relative to other parts of the County and may rise even further, thereby increasing the gap between what a lower income household can pay and what the market makes available. With the exception of a four-unit apartment building constructed in the late 1990s, no rental apartments have been constructed in Beverly Hills since the mid 1980s, although of course any owner unit may be offered for rent. These units comprise 42 percent of the total 256-unit future need for the 1998-2005 period, and 77 percent of the 139-unit "above moderate" or "high" income need. Notwithstanding the construction rate of single family houses between 1995 and 2000, it is possible that the number of net additional single family units constructed between 2000 and 2005 may be somewhat lower because despite high construction rates, single family areas in the City are largely built out and much of the construction represents replacement units. There were only 27 net additional single family dwellings constructed between 1982 and 1999.

2.7.3. Services Which Support Housing.

The City provides a variety of services which assist residents in addition to those described above. Some of these include after school care for children, care of pre-school aged children, and a variety of senior-oriented services which include information and referral, transportation programs, as well as recreational programs. These and other programs available in the community (such as Meals on Wheels) assist low income seniors to remain independent, in their own homes.

3. STATEMENT OF GOALS, OBJECTIVES AND POLICIES RELATIVE TO MAINTENANCE, PRESERVATION, IMPROVEMENT AND DEVELOPMENT OF HOUSING FOR THE NEXT FIVE YEARS.

The City of Beverly Hills supports the State housing goal of a decent home and suitable living environment for all its citizens. The 1998-2005 update preserves the goals set out in the 1989-1999 Housing Element which in turn built upon many of the policies embodied in the 1985 Goals program and the 1990 Affordable Housing Committee report. The Element update received the benefit of the contributions of citizen representatives of the full spectrum of the community.

The City's housing program recognizes that housing goals can occasionally conflict. For example, in attempting to meet a goal of revitalization and renewal of older neighborhoods, a portion of existing affordable housing stock, which may be affordable precisely because it is older and perhaps lacking in the more modern amenities, may be threatened. Conversely, the program also recognizes that activities undertaken to support one policy can and often do overlap and reinforce others. It is also recognized that development of low income housing by or at the City's initiative in the current development climate and in the context of the constraints present can be a process with an implementation schedule well beyond a single housing element planning period. Development by the City of new low income housing by 2005 is probably not feasible as a practical matter, although the objectives and programs of Goal 2 support this goal. Implementation of the programs where revisions to land use regulations are required must also necessarily be subject to the public review process in order to ensure due process is observed. The goals and objectives identified below are to be implemented by the programs identified in the Housing Plan represent the maximum that can be accomplished over the life of this element in light of resources available to the City and the other limits on housing supply identified in this element. Based on 2000-2001 allocations, an estimated total of $2 million from federal Community Development Block grant (CDBG) funds will be available to support those programs cited as having this funding source during the 7.5-year planning period. Unless otherwise stated, the other programs will be funded by the City's General Fund.

It is noted that the housing discrimination laws in the nation and State preclude discrimination in favor of any group except the elderly. (Qualification on the basis of lower income is permitted as well.) The needs of other groups such as single parent households or households with young children, as well as the needs of the elderly, may extend beyond simply being able to find suitable housing which is affordable on a lower income. The

needs of such households may encompass a range of services beyond the scope of housing. To a limited extent, the housing program has been designed to identify the service needs of special groups as well.

Goal 1: Maintain the community's housing stock; preserve the viability and stability of residential neighborhoods.

♦ Objective 1.1 Develop, continue and pursue programs to maintain and improve the physical condition of existing housing stock.

- Program 1.1 Continue and expand federally funded Handyworker Program (minor repairs/improved security/mobility assistance for low income tenants and homeowners). The goal is to serve approximately 48 households per year; however, based on the actual total of 84 households served between July 1, 1998 and June 30, 2000, it is expected that approximately 210 households will be served between July 1, 2000 and June 30, 2005.
- Program 1.2 Continue program under rent stabilization ordinances of investigation of tenant complaints about rent increases, service reductions, evictions, relocations and increase notices at a rate of approximately five per month, based on the actual total of 117 between July 1, 1998 and June 30, 2000. It is expected that approximately 380 tenant complaints will be investigated between July 1, 2000 and June 30, 2005.
- Program 1.3 Continue program of enforcing property maintenance standards and investigating tenant complaints about property maintenance at a rate of approximately 23 per month, based on an actual total of 539 between July 1, 1998 and June 30, 2000. It is expected that approximately 1,380 tenant complaints will be investigated between July 1, 2000 and June 30, 2005.
- Program 1.4 Continue to require that the exterior of vacated multifamily structures which will be demolished for condominium development are adequately maintained as a condition of extension of tentative map approval for the site. Explore feasibility of a program to encourage aesthetic maintenance standards for exterior yards and the front of residential structures.
- Program 1.5 Encourage residential property owners to rehabilitate empty units using federal, State or local funds in exchange for limiting rent levels for target groups of low and moderate incomes.

- Objective 1.2 Stabilize older multifamily areas and at the same time renew selected areas.
  - Program 1.6 Review the scale and nature of existing multifamily residential development to determine whether development standards should be modified to encourage development in some areas, and protect the existing scale of development in others. In the event that residential zoning is proposed for the south side of North Santa Monica Boulevard east of Beverly Boulevard, a substantial setback and buffer from N. Santa Monica Boulevard should be incorporated.
  - Program 1.7 Continue study of parking-deficient multifamily residential areas; evaluate permit parking zones and overnight parking in areas of deficient off-street residential and non-residential parking.

- Objective 1.3 Continue to refine development standards for single family residential zones to assure compatibility of new, large development with established neighborhoods.
  - Program 1.8 Continue study of all aspects of the maximum zoning envelope for single family residential development, including standards for accessory structures (as distinct from secondary units), lot coverage, setbacks, basements, possible reduction in minimum unit size, etc.
  - Program 1.9 Develop standards for lots with substandard widths or sizes.

Goal 2: Maintain, preserve and seek opportunities to expand rental housing affordable to lower income households, including the elderly, young households, households with children and single parent households.

- Objective 2.1 Maintain and preserve existing housing affordable to lower income households.
  - Program 2.1 If funding permits, continue and if feasible expand the Handyworker Program which provides minor repair/improved security/mobility aids to lower income households. Continue priority scheduling of elderly, handicapped and single parent households. (See Program 1.1 for goals for the planning period.)
  - Program 2.2 Continue to monitor existing assisted housing (Section 202 project and Section 8 Existing/vouchers). Seek ways to increase access of qualified Beverly Hills residents to available rental support programs.

- Program 2.3 Continue to monitor the conversion or demolition of apartment units subject to Ordinance 82-O-1839 which limits the rate at which apartment units may be demolished or converted to condominium units. Evaluate the effect of this ordinance and make any appropriate changes.
- Program 2.4 Investigate legal ways of delaying demolitions of older apartment buildings until new projects approved for these sites are ready to be implemented, for example upon issuance of construction permits or funding.

◆ Objective 2.2 Expand supply of housing affordable to lower income households.

- Program 2.5 Encourage use by for-profit and nonprofit housing developers of available federal and State financing and tax credit programs for development of affordable housing. Promote utilization of City's existing density bonus, low income senior housing, second unit, and efficiency unit bonus ordinances. Consider permitting second units without a discretionary permit provided standards for size, parking, etc. are applied. Consider feasibility of permitting only one kitchen per dwelling unit in order to encourage creation of legal second units. Assist developers of low income housing by providing or encouraging use of such federal and State funding as is available (e.g., Community Development Block Grant, HOME funds, etc. See Appendix 5.4). Analyze feasibility of eliminating Park and Recreation tax and the Dwelling Unit tax for new units reserved for low and moderate income households.
- Program 2.6 Create a local fund to assist developers of housing affordable to lower income households. Possible methods of creating this fund could include requiring an in-lieu fee where commercial or residential redevelopment above some minimum size results in a net loss of residential units, or could include an inclusionary requirement on new, market rate multifamily residential development above some minimum size with the requirement met by a choice of development of low income units or an in-lieu payment to the housing fund. Review appropriateness of utilizing City-owned property for low income housing, possibly as part of a mixed use development.
- Program 2.7 Continue to use CDBG funds to support a Senior Case Management program which assists frail elderly persons to remain in their homes. The program served 125 persons between January 1, 1998 and June 30, 2000 and is expected to serve 250 persons between July 1, 2000

and June 30, 2005. The Senior Homeshare program that provides screened referrals of prospective roommates to seniors who wish to share housing to reduce costs and increase companionship and sense of security, has served 301 seniors between January 1998 and June 2000, and is expected to serve 582 between July 2000 and June 2005. Consider reducing cost of certain City services for seniors with incomes not exceeding some preestablished level.

- Program 2.8 As funds permit, continue to provide support to organizations assisting the homeless through the provision of services and housing.
- Program 2.9 Revise the City's density bonus ordinance to bring it into compliance with recently enacted State legislation that includes conversion of office space to residential units as an eligible project. Allow reduction in parking standards for units reserved for elderly; permit one additional story above right of zone in some areas. Study providing additional incentives for set-aside units of three bedrooms to increase the supply of affordable units large enough for families. Revise zoning standards to permit replacement of free-standing garages of existing multifamily residential structures with garages with one or more additional dwelling units on the second story.

Goal 3: Maintain the general scale and character of the City through directed revitalization. Include in the review of any proposed revisions consideration of the City's history, its evolution to its current character, and what the residents' future housing needs may be.

♦ Objective 3.1 Maintain the general height and density limits, while permitting selected, limited increases in height or other standards to meet other objectives, provided such modifications result in development generally compatible with the surrounding area.

- Program 3.1 Permit a limited increase in maximum allowable heights, taking into consideration road width and other factors, in selected multifamily residential areas. Limited height increases can act to compensate for the propensity of developers to build less than the maximum number of units possible where large units are desired, so that the full development potential of sites may be achieved. Such areas could include:

  - Areas where existing two-story multifamily residential height limits abut three-story commercial streets: increase height limit to three stories (involving approximately 49 lots);

- Three-story areas currently surrounded by five- and four-story height limits (east of Maple Dr. north of Burton Way): increase to five stories (involving approximately 96 lots); and
- The area surrounded by commercial development and La Cienega Park (Hamilton, Gale and Tower Drives south of Wilshire Boulevard): increase the existing height limit to four stories (involving approximately 76 lots) .

♦ Objective 3.2 Revitalize older residential areas with new development which provides environments consistent with the character and quality of life generally associated with the City's single and multiple family residential areas.

- Program 3.2 Continue monitoring by the Architectural Commission of multifamily development to assure high quality design. By ensuring high quality design, the City hopes to lower effective housing costs in the longer term by reducing the need for costly maintenance, repairs, and upgrades after multifamily developments are occupied.

Goal 4: Expand the variety of housing product on a limited basis beyond single family detached, rental apartment and condominium units.

♦ Objective 4.1 Create a new single family residential zone: "single family attached."

- Program 4.1 Develop standards for a new single family residential zone (R-1A) in which attached owner units would be permitted in selected R-1 zoned areas, with standards to be compatible with existing R-1 standards, but which maximize open space and emphasize security. Such developments would require that a minimum of two lots be developed at the same time. In identified areas, include consideration of locating the new zone in such a way as to improve existing transitions between commercial and single family detached residential areas and border areas in locations where such adjacencies have been identified as a problem. Also study appropriateness of R-1A zone on substandard sized R-1 zoned lots. Analyze effect of the existence or lack of an alley separating commercial and residential land uses.

♦ Objective 4.2 Create a new multifamily residential zone: "townhouse."

- Program 4.2 Develop standards for a new multifamily residential zone (R-4T) in which dwelling units would be required to be constructed in the

townhouse style, i.e., units would be constructed side-by-side with no other units above or below. Consider feasibility of locating the R-4T zone in such a way as to encourage limited redevelopment of older areas. Initial study areas could include but not be limited to:

- The north side of Clifton Way between Arnaz Drive and Le Doux Road.
- Small, substandard sized legally nonconforming lots currently zoned for multifamily residential for which current R-4 development standards are inappropriate.
- N. Doheny Dr. between Wilshire Boulevard and Burton Way.

(Although the legally nonconforming lots were not inventoried, the potential rezoning of these R-1 zoned areas could result in a net increase of approximately 94 units.)

◆ Objective 4.3 Develop standards for mixed commercial and residential uses.

- Program 4.3 Develop standards for mixed residential-commercial structures, with and without low income housing components, including additional height, in areas currently zoned for commercial use and consider appropriateness of various areas, such as:
  - South side of Wilshire Blvd., east of Beverly Dr. (Between Stanley Dr. and LeDoux Rd., extend to north side of Charleville Blvd.)
  - Eastern area of Business Triangle.
  - South side of Burton Way (commercially zoned parcels).
  - Olympic Boulevard (commercially zoned parcels).
  - La Cienega Boulevard north of Wilshire Boulevard.
  - City-owned property where some or all of the residential units would be for lower income households.
  - East side of South Beverly Drive.
- Program 4.4 Develop new standards for and enact an ordinance which would permit and regulate home occupations in residential zones.

4. IMPLEMENTATION OF HOUSING PLAN.

4.1. Quantified Objectives.

During the period January 1, 1998 through June 30, 2005, the City will undertake a housing program designed to achieve the goals and objectives of the Housing Element. In addition to supporting the general goals of the Element, the implementation program is intended to maintain, preserve and enhance the supply of housing affordable to low and moderate income households and, where appropriate and feasible, to reduce governmental constraints on the development of housing.

Tables 29 and 30 identify the number of housing units which can be conserved, rehabilitated and constructed during the planning period, by household income levels. It does not include those programs which either do not lend themselves to quantification or for which there is currently no basis for predictive quantification. In some cases the effect of programs may be quantifiable but it is not possible to predict the result in advance. For programs targeted to specific income groups the income breakdown could be identified. For other programs the income breakdown was based on the 1999 Regional Housing Needs Assessment. The "new construction" units shown on Table 29 represent the actual net number of units completed (and demolished) between January 1, 1998 and June 30, 2000. The "new construction" units on Table 30 reflect both units for which permits have been issued since 1997 but were not yet completed as of December 31, 1999, as well as the net number of units for which permits are projected to be issued between January 1, 2000 and June 30, 2005 based on the rates of construction and demolition over the five-year 1995-1999 period. The five new moderate income units identified on Table 30 are projected to be efficiency units built as a result of the recently adopted ordinance that offers a unit bonus for inclusion of an efficiency unit in a new multifamily residential development. The five new units identified for low income households are projected to be built upon implementation of the "conversion ordinance" currently under study that would permit conversion of existing non-unit space in multifamily reisdential structures. The objectives are the maximum which the City can accomplish during the period given the limited financial resources, high land costs and other constraints identified in Section 2.5.

TABLE 29

QUANTIFIED OBJECTIVES
January 1, 1998 - June 30, 2000

Household Income[1/]	New Construction	Rehab-ilitation	Conversion[2/]
Very Low-Income	0	47	678
Low-Income	0	31	81
Moderate-Income	0	12	47
Above-Moderate	9	0	
TOTAL	9	90	806

1/ Income categories, established in State law correspond to set percentages of the County median income, adjusted for household size: Very Low (0-50%), Low (50-80%), Moderate or Medium (80-120%), Above Moderate or High (120%+).

2/ Conversion refers to those social services which assist residents to either remain in their existing homes or to obtain more affordable existing housing within the community. Program 2.6 (senior homeshare and case management): 426 persons served (1/1/98-6/30/00), Program 2.2 (rent certificates): 380 certificates issued and renewed between 1/1/98-6/30/00. Program 1.2 (landlord-tenant mediation) is not included here but it assisted an estimated 150 renter households during the period January 1, 1998-June 30, 2000.

TABLE 30

QUANTIFIED OBJECTIVES
July 1, 2000 - June 30, 2005

Household Income[1/]	New Construction	Rehab-ilitation	Conversion[2/]
Very Low-Income	0	109	1,338
Low-Income	5	71	160
Moderate-Income	5	30	94
Above-Moderate	235	0	
TOTAL	245	210	1,592

1/ Income categories, established in State law correspond to set percentages of the County median income, adjusted for household size: Very Low (0-50%), Low (50-80%), Moderate or Medium (80-120%), Above Moderate or High (120%+).

2/ Conversion refers to those social services which assist residents to either remain in their existing homes or to obtain more affordable existing housing within the community. Program 2.6 (senior homeshare and case management) assisted 832 persons. Under Program 2.2, 760 project-based and household rent certificates are projected to be issued during the period. Program 1.2 (landlord-tenant mediation) is not included here but is projected to assist 300 renter households during the period.

4.2. Fair Housing.

Fair housing practices and the provision of housing opportunities for all persons regardless of race, religion, age, sex, marital status, ancestry, national origin or color is a goal of the City of Beverly Hills and is actively promoted through participation in an agreement with the County of Los Angeles Community Development Commission. Under the terms of this agreement, the Fair Housing Congress, a nonprofit agency devoted to the advancement of fair housing, provides educational programs, assistance to low income and minority families, compliance testing, referral and counseling in many areas of the County. In Beverly Hills, these services are provided by the local affiliate of the Fair Housing Congress, the Westside Fair Housing Council, 10835 Santa Monica Boulevard, Suite 203, Los Angeles, California, 90025. City

staff routinely distribute flyers from the Westside Fair Housing Council to Roxbury and La Cienega Parks where they are made available to the public.

The Beverly Hills Board of Realtors has participated in a U.S. Department of Housing & Urban Development Voluntary Affirmative Marketing Agreement since 1976 and promotes fair housing practices with quarterly advertising, distribution of material supplied by HUD and use of the fair housing logo on printed matter whenever possible.

4.3. Preservation of Assisted Housing.

There are no assisted housing projects in the City which will become at risk due to termination of income tenancy restrictions during the planning period of 1998-2005. (The one very low income project of 150 units located at 225 N. Crescent Drive is a Section 202 elderly/handicapped housing project which was completed in 1987 and has a 40-year loan.)

Open Space

Open Space

Note. On February 1, 1977, by Resolution Number 77-R-5588, the Beverly Hills City Council adopted pages 1 through 38 of this Element.

OPEN SPACE ELEMENT ABSTRACT

1. Impetus: State requirement.

2. Objectives.

To reevaluate and build upon the City's adopted or informal policies and goals associated with parks, open space and recreation as identified in the adopted 1965 General Plan, the 1973 Interim Open Space Element (still in effect), and the 1973 Citizens Committee Report.

To recommend general programs for acquisition, criteria for development, and use of facilities to meet the City's needs.

3. Conclusions.

3.1. Short-term needs: existing parks and recreation facilities should be reevaluated and redesigned or expanded to be more responsive to citizen needs.

3.2. Long-term needs: develop a new, centrally located park to house a variety of new uses.

4. Summary of recommendations. (The following recommendations are based on the minimum required to meet only the needs of Beverly Hills citizens.)

4.1. New tennis courts should be constructed in order to fulfill the exhibited demands. If located adjacent to existing courts, the City would not need to hire additional personnel to oversee the courts. Courts should be located in a north-south direction and be night-lighted for maximum usage.

Three new playing fields are needed but the City has insufficient space for this number of fields. Thus, if a new park were developed (see below), every effort should be made to secure land wherein two or three new playing fields could be developed. These playing fields are used for football, soccer, baseball and other team sports.

Indoor community center facilities should be expanded to meet the growing needs of senior citizens, day-care, preschool and community groups.

A jogging system should be developed which is convenient to residents, regardless of where they reside; the goal would be for a runner to leave his home and be able to use the jogging system very conveniently.

The City should develop a bicycle trail/route system which connects major facilities in the City by the shortest, safest possible route. These facilities should be those which children and adults use: parks, schools, shopping areas, etc.

4.2. A new park should be developed, possibly in a portion of the Industrial District to house needed facilities (new or expanded) that cannot be accommodated in existing parks because of limited space.

5. Environmental Impacts (i.e., impacts if Element were implemented). An EIR was developed that concluded that there would be no significant impact.

BIKEWAYS SUB-ELEMENT, OPEN SPACE ELEMENT ABSTRACT

1. Impetus: Required for SB 821 Funds (Bikeways funds).

2. Objectives.

2.1. To reevaluate, revise and refine the City's policies and goals associated with bikeways as per the 1973 Citizens Committee Report.

2.2. To recommend a bikeway plan which is responsive to the long-range needs of the residents, employees and shoppers of Beverly Hills and vicinity.

2.3. To recommend programs for acquisition, development, and use of bikeways to meet the City's needs.

3. Conclusion: A 22.0 mile bicycle system is proposed to link existing commercial, recreational, educational and employment facilities with residential areas as well as with the bicycle systems of adjoining jurisdictions to encourage system use for recreation and transportation. (See Map 1.) No bikeways will be constructed south of Santa Monica Boulevard until the Traffic Management Plan is implemented.

4. The EIR prepared for the Open Space Element dealt with the Bikeways Sub-Element. It concluded that there would be no significant impact.

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1. INTRODUCTION.

1.1. Overview.

This report identifies and inventories the existing open space and recreational facilities in Beverly Hills and determines the general level of existing demand for these facilities as a basis for program priorities and recommendations for changes in the facilities. It also is used to determine the long-range open space needs of the Community. The Element considers a wide range of types of open space needs of the Community. These include the following:

1. Active and passive recreation areas. These are the basic categories of open space. Passive recreation areas traditionally include facilities for the passive or meditative forms of recreation, such as park benches or other sitting areas, picnic areas, people-watching or spectator areas, or areas which simply permit casual strolling. These may or may not be contained within active recreation areas, but are somewhat distinct from the activities which occur on the well-marked fields at the City's parks or a street, which also may support a game of touch football in Beverly Hills.

2. Formal and informal areas. This includes areas which are marked as parks and contain specific, designated recreational facilities as well as areas not primarily designed for park and recreation uses but on which these activities occur. The City's streets provide an important but unstructured recreational network for such activities as jogging, bicycling, baseball and touch football.

3. Private and public recreation facilities. Although the City has assumed the responsibility to provide and maintain the basic open space and recreational structure of the Community, it should be viewed within the context of all available resources. On one hand, the private resources absorb an immeasurable part of the recreation demand, thus reducing the pressure on the City to expand its facilities. On the other hand, it may be viewed as a "borrowed" resource, which will serve a safety-valve function only as long as it makes economic (or other) sense for the private sector to provide the resources. Accordingly, there is the continuing dilemma of how to plan for public open space and recreation while taking the private sector into account.

   For the purposes of this report, it has generally been assumed that as long as a recreational resource can be economically offered by a private, quasi-public or other level of government organization, it need not be duplicated or competed with by City government.

   In certain instances, if demand levels appear to fluctuate as trends change, or if the City were to assume the obligation to provide a community service such as pre-school swimming instruction, it may be preferable to contract such a service through an existing private or quasi-public agency rather

than make a capital and continuing investment in a City-owned facility.

This approach requires that in order to maintain a program which is responsive to demand, it is necessary to monitor private as well as public recreation activities as the basis for the planning process. Potential changes in the public/private mix also emphasize the need to have adequate additional land available to build new facilities.

4. Actual and Perceived Open Space. Although not quantifiable, it is being identified since it is an intangible but important component which helps define the character of the City. Actual open space includes specific parks and land reserves as well as privately owned parcels on which no development has yet occurred. Perceived open space is the sense which one derives from the setting of the community. On the one hand it may include the sense of spaciousness derived from the view from a hillside home: the vista is unlimited and a sense of open space exists even though there are houses on all sides, and the density may be high. On the other hand, strolling on the tree-lined streets between grass parkways and landscaped setbacks reinforces the leisure park-like quality of the Community.

Based on demand, the additional recreational facilities which could be justified to meet only the needs of Beverly Hills citizens include one or more new playing fields, new tennis courts, expansion of or construction of a second recreation center as needed (to house increased activities of senior citizens, day care and others), a jogging trail system, and a bicycle trail system. Specific levels of demand need to be determined before priorities and programs can be developed.

Although interest has been expressed, additional investigation needs to be conducted to determine the extent to which such facilities as more basketball courts and paddle tennis courts should be constructed.

A new park should be developed, possibly in the western part of the Industrial District to accommodate recreation facilities, in a location accessible to the bulk of Beverly Hills' population, that cannot be accommodated in existing parks because of insufficient acreage of parkland.

This proposal is similar to that which was proposed in the 1965 General Plan. While desirable, other recommendations of the 1965 General Plan for park acquisition are of lower priority. These include the development of a neighborhood park near Olympic Boulevard and Oakhurst Drive, and a median strip on Olympic Boulevard.*

* Other recommendations of the 1965 General Plan or the 1973 Citizens Committee Report contained in "open space" sections will be discussed in the appropriate General Plan studies. (See Section 2. of this Element.)

1.2. Purposes of Element.

This document is one of the nine State-required elements to be included in the general plans of all jurisdictions in California. It is supposed to serve two purposes:

- To guide the City in policy issues concerning the acquisition, control, development, and use of space, and

- To maintain an inventory of the type, location and use patterns of the City's open space and recreation resources for future planning purposes.

This document follows the format suggested by the State and is intended primarily to be of use to the City while fulfilling the requirements of the State Law.

1.3. General Objectives of Element.

- To reevaluate and build upon the City's adopted or informal policies and goals associated with parks, open space and recreation as identified in the adopted 1965 General Plan, the 1973 Interim Open Space Element (still in effect), and the 1973 Citizens Committee Report.

- To recommend policies for acquisition, development, and use of facilities to meet the City's needs.

1.4. Specific Objectives of Element.

- To recommend an open space land inventory which is adequate to meet the long-range needs of the residents of Beverly Hills.

- To recommend policies for the development and use of park and open space land to best serve the needs of the Community.

- To recommend methods to insure that there is adequate and properly located open space within private development to maintain the garden quality of the Community.

2. INVENTORY (EXISTING FACILITIES, PROGRAMS).

2.1. Public, Formal.

Tables 1 through 6 describe the existing and proposed park and recreation areas or facilities in and near Beverly Hills (see next pages). The first two Tables identify recreational facilities in the areas adjoining Beverly Hills and includes parks and open space within a three-mile radius of the City. The third and fourth Tables describe facilities within the City.

(A three-mile radius is used as a frame of reference for recreation areas which are easily accessible to Beverly Hills residents and contains a variety of types of parks and recreation which might be utilized by residents.)

As Table 1 shows, there are a variety of recreational and park facilities near Beverly Hills. They offer many different types of activities, including some that are unique in the region: The Hollywood Bowl (summer outdoor concerts), the County Museum of Art, UCLA, La Brea Tar Pits, and Griffith Park, etc. Actual use of Los Angeles parks by Beverly Hills residents has not been quantified. It is assumed that Beverly Hills citizens may avail themselves of the unique parks, so that such facilities need not be duplicated in Beverly Hills.

If the adequacy of parks were evaluated solely in terms of the national standards, however, there would be a deficiency of park acreage in the general area. That is, based on the national standards, there is insufficient park and open space acreage relative to the population size and in terms of distance between park/recreational facility and home/school/place of employment. (Standards are discussed in Section 3.)

TABLE 1

List of Existing and Proposed Parks and Open Space

Within About Three Miles of Beverly Hills

Name of Facility	Size (in acres)	Distance from Beverly Hills (in Miles)	Type of Activity	In Regular Public Use	Offers Activities, Facilities Not Offered in Beverly Hills
Baldwin Hills Recreation Center	10.31	2.7	Picnic area, children's play area, community building, two ball diamonds, athletic field	Yes	No
Barrington Recreation Center	5.04	3.0	Picnic area, children's play area, community building, four lighted tennis courts, one ball diamond, athletic field	Yes	No
Campo de Cahuenga Park	0.43	2.3	Community building, historic monument	Yes	Yes
Cheviot Hills Recreation Center	40.00	0.6	Picnic area, children's play area, community building, eight lighted and four unlighted tennis courts, five ball diamonds, athletic fields	Yes	No
De Longpre Park	1.38	3.0	Landscaped small park	Yes	No
De Neve Square	2.00	0.3	Sitting areas	Yes	No
El Paseo Cahuenga Park	1.29	2.2	Landscaped small park	Yes	No
Fairfax Senior Citizens Center	1.84	1.7	Community building	Yes	No
Felicia Mohood Recreation Center	0.32	2.4	Community building, senior citizens' center	Yes	No
Hancock Park	7.00	0.7	County museums	Yes	Yes
Harold Henry Park	1.71	2.7	Landscaped small park	Yes	No
Hollywood Bowl	32.00	3.2	Stage entertainment	Yes	Yes
Hollywood Recreation Center	2.95	3.4	Picnic area, children's play area, community building, one ball diamond, athletic field	Yes	No
Holmby Park	2.08	0.5	Picnic areas, fieldhouse	Yes	No
Laurel Canyon Park	20.00	0.8	Currently undeveloped	N.A.	N.A.
L.A. High School	2.51	2.3	Landscaped small park	Yes	No
Las Palmas Senior Citizens Center	1.13	3.0	Children's play area, senior citizens' center, community building	Yes	No
Mar Vista Recreation Center	18.69	2.8	Picnic area, children's play area, community building, four tennis courts, six baseball diamonds, athletic field	Yes	No
McManus Park	5.87	2.2	Community building, fieldhouse, one lighted tennis court, athletic field	Yes	No
Moorpark Park	2.00	2.5	Picnic area, children's play area, landscaped small park	Yes	No
North Hollywood Park & Recreation Center	58.12	3.0	Picnic area, children's play area, two community buildings, five lighted tennis courts, three ball diamonds, athletic fields	Yes	No
North Weddington Park	9.20	1.3	Fieldhouse, two ball diamonds	Yes	No
Palms Park	4.44	1.8	Picnic area, children's play area, fieldhouse, community building, athletic field	Yes	No
Plummer Park	6.00	2.2	Athletic field, six tennis courts, pro shop, Audubon Society Headquarters	Yes	Yes
Poinsettia Recreation Center	6.21	2.3	Picnic area, children's play area, two community buildings, eight tennis courts, two baseball diamonds,	Yes	No
Queen Anne Recreation Center	4.75	2.4	Picnic areas, children's play area, community building, two tennis courts, two baseball diamonds, athletic field	Yes	No
Rancho Cienega Sports Center	28.33	3.0	Picnic area, children's play area, stadium, fieldhouse, 12 lighted tennis courts, four ball diamonds, athletic fields	Yes	No
Rancho Park	28.33	0.1	Golf course, putting green, picnic benches, tennis courts, swimming pool, barbecue area	Yes	Yes
Robertson Recreation Center	1.21	0.4	Picnic areas, children's play area, community building, athletic field	Yes	No
Stoner Recreation Center	8.65	2.8	Picnic area, children's play area, two community buildings, four tennis courts, four baseball diamonds, athletic field	Yes	No
Studio City Golf Course	33.00	2.0	Golf and tennis	Yes	Yes
Studio City Recreation Center	9.84	2.6	Picnic area, children's play area, community building, four unlighted tennis courts, two ball diamonds, athletic field	Yes	No
UCLA	N.A.	1.7	Community Open Space and educational facilities	Limited	Yes
VA Hospital	N.A.	2.3	Community Open Space and medical facilities	Limited	Yes
Vineyard Recreation Center	0.88	2.8	Children's play area, community building, athletic field	Yes	No
Wattles Garden Park	48.16	2.2	50 acres of natural area with Japanese garden and teahouse	Limited	Yes
West Hollywood County Park	5.30	0.3	Picnic area, community building, athletic field	Yes	No
Westside Neighborhood Park	7.63	1.6	Landscaped park under power transmission lines	Yes	No
West Wilshire Recreation Center	4.86	1.2	Picnic area, children's play area, community building, fieldhouse	Yes	No
William Hart Park	0.83	1.1	Landscaped small park and residence, one baseball diamond	Yes	No
Woodbine Park	0.15	1.6	Unimproved area	No	No
Woodbridge	4.50	2.5	Unimproved area	No	No

Source: Spokespeople for various Departments of Recreation and Parks, July, 1975.

N.A. Not Applicable.

TABLE 2

Open Space Tracts near Beverly Hills now in Public Use

or Likely to Be Maintained for Public Use

(Over 250 acres)

Name of Facility	Size (in acres)	Distance from Beverly Hills (in miles)	Type of Activity	Existing or Proposed
Baldwin Hills Regional Park	1,300.0 a/	3.0	N.A.	Proposed
Beverly Crest-Bel Air	3,560.0	0.0 to 3.0	N.A.	Proposed
Franklin Canyon Reservoir	313.0 c/	0.1	Hiking trails, horse trails, and picnic areas	Existing
Griffith Park	4,100.0	5.0	Golf courses, riding and hiking trails, Griffith Park Observatory and Planetarium, Los Angeles Zoo, restaurants, picnic grounds, barbecue areas, tennis courts, Greek Theatre	Existing
Santa Monica Mountains National Park	7,000.0-8,000.0 a/	2.0	N.A.	Proposed
Santa Monica State Beach	3.0 b/	6.0	Ocean Beach, volleyball areas, picnic and barbecue areas, snack bars, Santa Monica pier activities	Existing
Stone Canyon Reservoir	763.0	1.8	Hiking trails, horse trails, and picnic areas	Existing
Temescal Park	640.0	6.2	Campsites, horseback riding, barbecue areas	Existing
Topanga Beach	4.0 b/	7.0	Ocean beach, volleyball area, picnic and barbecue area, snack bars	Existing
Upper Franklin Canyon Reservoir	145.0 c/	1.8	Hiking trails, horse trails, and picnic areas	Existing
Will Rogers State Beach	3.0 b/	5.0	Ocean beach, volleyball areas, picnic and barbecue area, snack bars	Existing
Will Rogers State Park	183.5 b/d/	5.8	Horseback riding, picnic area, tour of Will Rogers' home, polo field	Existing

Source: Spokespeople for various Departments of Recreation and Parks, July, 1975.

N.A. Not Available. Final plans not made.

a/ Exact acreage has not been calculated.
b/ Included here although less than the 250 acres required because of special resource.
c/ They are viewed as a unit. Together they equal 458 acres.
d/ Included here because the northern boundary coterminous with those of Temescal Park. The total of both parks is 823 acres.

TABLE 3

Existing Public Parks and Open Space in Beverly Hills

Name of Facility	Size (in acres)	Type of Activities
Beverly Gardens	16.3	Landscaped areas with walking paths and benches.
Coldwater Canyon	5.7	Restrooms and drinking fountains, children's play area, jogging track, gazebo, putting green, recreation building.
LaCienega Park	16.6	Walkways and benches, eleven picnic tables and barbecues, two softball diamonds (one is lighted for evening use), children's play area, golf putting green -- 18 hole, four tennis courts, basketball court (outdoor), restrooms and drinking fountains.
Roxbury Park	13.8	Softball diamond, lawn bowling green, putting green -- 18 hole, restrooms and drinking fountains, picnic tables and barbecues, walkways and benches, volleyball net, equipment check-out facility, tennis backboard, four tennis courts, parking lot (off-street parking)
Will Rogers Park	3.2	Landscaped with benches and restroom facilities
Greystone Park (Doheny Estate)	19.9	The gardens have been preserved as a walk-through park and the house is open to the public for guided tours.
Maltz Park	1.0	Benches
Rexford Rest	0.4	Benches
Hamel Park	0.2	Benches
Arnaz Park	0.2	Benches
Oakhurst Oaks	0.1	Benches
Reeves Park	0.4	Benches
Reservoir Tennis Courts	2.0	Eleven tennis courts, dressing rooms, showers, restrooms, and drinking fountains

Source: Beverly Hills Department of Public Works, August, 1975.

The 1965 General Plan proposed several new parks and/or recreation facilities. These included the following:*

1. Benedict Canyon Park (9.5 acres). In Los Angeles, about one-quarter mile north of the City Limits at Benedict Canyon and Hillgrove Drives.

2. City Center Parks (no acreage cited). Various parks in and near the Business Triangle, including two "plazas": one on the block bounded by Brighton Way, Bedford Drive and Wilshire Boulevard and a second on the block bounded by Dayton Way, Rodeo Drive and Wilshire Boulevard.

3. Greystone Estate (Doheny Estate Property) (19.3 acres).

4. Neighborhood Park (1.5 acres; near Olympic Boulevard and Oakhurst Drive).

5. Industrial Area Park. The Plan proposed the establishment of a 15.0 acre park in the Industrial section of the City. Relatively specific drawings were included for this park, which was to include game courts and grass areas. The Park was to replace industrial uses which were gradually being phased out or were proposed to be phased out of the area. A portion of the Park was to be built over the City yards.

6. Olympic Boulevard landscaped median.

7. Redevelopment of La Cienega Park. Redevelopment of the Park was needed because of its age. (No specifics were given.)

8. Continuation of street tree-planting program. The Plan noted that "some of the residential and commercial areas still contain too few trees... All districts, including the commercial areas, should take advantage of the inviting appearance provided by this type of landscape." (This was a reaffirmation of a policy which existed at the time of the City's inception.)

* During the adoption process of the Plan (adopted March 28, 1967), one additional park proposal was removed: the development of underground parking with a "roof-top" or street level park for the transition areas between R-1 or R-4 and C-3 development (i.e., along Wilshire Boulevard, etc.). One unit of the parking/park strip was developed on Reeves Drive south of Wilshire Boulevard. The park appears to be well used, especially during lunch and midday. It is frequented by older people living in the neighborhood and by employees in the office structures nearby. A systematic evaluation of the success of this park was never done.

Of these new proposals, only one was implemented. The Greystone Estate has been acquired and developed as a park. It is the site for several cultural activities, a City reservoir, and gardens. The property is used for passive recreation activities and it is the formal policy of the City not to develop facilities which would encourage large numbers of people to use the Park.

Due to the use constraints placed on Greystone, the success of Greystone Park must be evaluated in other terms. This is discussed further in Section 5.

In terms of other implementation activities, it should be noted that the City's 1975-1976 budget has $143,340 (Account 259) set aside for La Cienega Park Site Development. The precise uses of this money have not been planned.

The 1965 General Plan briefly mentioned methods of implementation in a very cursory manner:

> The Beverly Hills General Plan becomes valuable to the extent that it is used to guide private and public development. There are two main processes that can be used for putting a plan into effect: first, those processes applied to the development and use of private property such as subdivision, zoning and building regulation, and second, those processes applied to public property and public service, namely a Capital Improvement Program based on a long-range financial plan for the City. The Capital Improvement Program becomes an extension of the process in which the General Plan is the first step.

Thus, the implementation proposal has been left at a very general level; costs were never determined and the actual strategy to go from the theoretically desirable to the practically attainable was not worked out.

The Plan did, however, assign priorities and indicated when each project should be undertaken: Priority 1, (1965 to 1966); Priority 2, (1966 to 1971); and, Priority 3, (1972 to 1980):

Priority 1

- Acquire "Greystone" for use as cultural center.
- Develop street tree-planting program to assure the long-range continuation of the landscape quality of the City; to contain a schedule of tree longevity and replanting program.
- Develop school site on Benedict Canon cooperatively with the School Board for recreational purposes.

Priority 2

- Acquire the triangular areas for the "park-parking" developments along

Wilshire. Hold national competition for the architectural treatment of these Wilshire Plazas.

- Redesign La Cienega Park to the standards of Roxbury Park.
- Propose national competition for a center for the performing arts to be located in the Civic Park.
- Develop recreational park in the Civic Park area.

In addition, the 1973 Citizens Committee Report, which was adopted in May, 1974, also called for the development of the "Industrial Park" although the Report recommended that the park area be 8.0 acres. The document proposed the following other factors (direct quote):

1. that the City increase park facilities, including mini-park facilities, in the south central area of the City, with special attention to be paid to school site locations;

...

3. that the City carefully consider the specific practicality of each land gift, whether for use or for trade;

4. that new tax mechanisms, such as sewer connection, gross rental, and new industrial and commercial development be imposed and the business tax increased in order to pay for open space and recreational facilities;

5. that the Planning and Architectural Commissions apply new and pertinent criteria for open spaces (e.g., building setbacks and public plazas) along Wilshire Boulevard; and,

6. that landscaped buffer spaces be provided between parking areas and residentially used lands.

The Report stressed the need for creativity and suggested that park or open space be developed around the bases of structures and on the roofs of garages, etc. It questioned the need for the traditional park. The Report suggested that wider sidewalks be developed to accommodate art displays, sidewalk cafes and more pedestrian activity and street life.

There were no implementation schemes proposed in the Report. Since the Report was published, the City developed a set of mini-parks. While the land was owned for all of those except Maltz before 1973, the mini-parks were not developed until after that date. Thus, 1., above, has been implemented.

No criteria were ever established to gauge the success of these mini-parks and to determine whether or not additional ones should be developed. Consequently, no hard

data is available. Casual observation indicates that they are well used, especially by older people who enjoy strolling to the parks and sitting in them. They appear to primarily serve a passive recreation function.

Items 5. and 6. of the Report are to be discussed in other portions of the General Plan Revision Study. "Open space criteria" around larger buildings (Item 5., above) will be discussed in the Design Element. And transition zone development, the relationship between parking and residential areas, will be discussed in the Land Use Element.

In 1974, an Interim Open Space Element was adopted by the City and it stressed the same types of goals and policies and implementation schemes as those cited in the other two documents. The implementation portions of the Element were very generalized and no additional study was done to refine them.

2.2. Other Recreational Facilities.

General.

The recreation resources in this category are those of the School District which are available for limited use by the general public and private facilities which are available subject to membership or entrance fees.

Each serves a segment of the recreation needs of the Community, but due to the constraints governing their use, they are not equally accessible to all residents, nor available as often as municipal facilities.

Public Schools.

When not being used by the School District, most recreation facilities at the public schools are open to the public (i.e., residents of Beverly Hills). These facilities are operated by the City Department of Recreation which conducts various activities at the school facilities (see Tables 4. and 5.), the benefactors being the citizens of Beverly Hills. The School District uses its own facilities about 80 percent of the total time possible, but the figure varies according to the season. For example, during the spring, the pool is used more than other times because of the water sports season; similarly, during late summer and fall, the field is more used by the school for football practice.

The School District plans to construct expanded recreational facilities at the High School. When not in use by the students, these facilities could be used by the citizens of Beverly Hills. The planned facilities include the following: four tennis courts, ten handball courts, three basketball courts, and six volleyball courts.

TABLE 4

Public School Facilities

Facility	Size in Acres	Type	User(s)
Beverly Hills High School 241 South Moreno Drive	7.7	Four tennis courts, one athletic field (soccer size), one mini-field (flag football), one 440-yard track, track and field events area, one 25-yard indoor pool.	Student use. Open to the public after school hours.
Beverly Vista Elementary School 200 South Elm Drive	2.9	Playground, four basketball courts, three backboards, play equipment, Kindergarten play area, multi-purpose room.	Student use. Open to the public after school hours.
El Rodeo Elementary School 605 Whittier Drive	1.9	Two playgrounds, two basketball courts, field area, track and field area, gymnastic equipment, Kindergarten play area.	Student use. Open to the public after school hours.
Hawthorne Elementary School 624 North Rexford Drive	1.7	Grass playground, basketball and volleyball, playground, mini-basketball court, children play area, Kindergarten play area (only), handball courts and backboard.	Student use. Open to the public after school hours.
Horace Mann Elementary School 8701 Charleville Boulevard	1.8	Playgrounds, children play equipment, multi-purpose room, arts and crafts room, stage, two basketball and volleyball courts (proposed).	Student use. Open to the public after school hours.

Source: Beverly Hills Unified School District, January, 1976.

In addition, the School District operates certain school classes for regular students at Roxbury Park. These include the following:

- on park field: gym and track classes, Monday through Friday, continuously during school hours, entire school year; soccer, Monday through Friday, 3:00 through 5:00 P.M., during the Fall;
- on putting greens: golf classes, one hour per week, entire school year; and
- on tennis courts: tennis classes, tennis team, Monday through Friday, 2:00 through 5:00 P.M., all courts, during the Spring.

TABLE 5

Beverly Hills Recreation Department/Beverly Hills Unified School District
Co-Sponsored Programs and Facilities for Citizens of Beverly Hills

Name of Facility	Type of Activity	
Horace Mann Auditorium	Saturday Ballet	10 Saturdays in Summer Monday-Friday, 2-6 P.M., School Year
Multipurpose Room	Arts and Crafts	8 A.M.-8 P.M.; Summer, Weekends
	Self Defense	8 A.M.-8 P.M.; Summer, Weekends
	Movies	8 A.M.-8 P.M.; Summer, Weekends
Home Economics Room	Cooking Class	Occasionally (six times per year)
Cafeteria	Dances	Occasionally (six times per year)
Playgrounds		School Year Afternoons, Monday-Friday; 10 A.M.-5 P.M.; Saturday & Sunday 8 A.M.-8 P.M.; Summer
Beverly Vista Multipurpose Room	USC Dance Program	Wednesday, 3-6 P.M. } School Year Saturday & Sunday 10 A.M.-5 P.M.
	Movies	Thursday, 3-6 P.M.
	Cooking Classes	Monday, 3-6 P.M.
	Arts and Crafts	Tuesday, 3-6 P.M.
	Special Events	Rainy Days 3-6 P.M.
		Summer, everyday, 10 A.M.-8 P.M.
Kindergarten- 2nd Decks	Kindergarten- 4th grade Program	Monday-Friday, 2-4 P.M.
Playground		School Year Afternoons, Monday-Friday; 10 A.M.-5 P.M., Saturday & Sunday 8 A.M.-8 P.M., Summer
Nurse's Office	Day-Care	Monday-Friday, 12-12:15 P.M. 11 children wait for Day Care bus
El Rodeo Playgrounds		Monday-Friday, 2-5 P.M. Saturday & Sunday, 10 A.M.-5 P.M.
Stage	Baton Class	Occasionally
Hawthorne Playgrounds		Monday-Friday, 2-5 P.M. Saturday & Sunday, 10 A.M.-5 P.M.
Beverly Hills High School Pool	Community Aquatic Program	Monday-Friday, Noon-6 P.M.; Summer (10 weeks)
	7-8th Grade Water Polo	Monday-Friday, 3-6 P.M.; early Springs (10 weeks)
	5-8th Grade Swim Meet and Program	Monday-Friday, 3-6 P.M.; late Spring (four weeks)
Track and Field	Elementary School Age Meet	Monday-Friday, 3-6 P.M.; late Spring, (for three weeks and two Saturdays)
	Soccer (Intramural)	Monday-Thursday, 3-5 P.M.; Fall (10 weeks)
Gymnasiums	Girl's Intramurals	Tuesday & Thursday, 3-6 P.M. continuous
	Boy's Intramurals	Monday-Friday, 3-6:30 P.M. continuous
	Teen nites (Beverly High only)	Tuesday & Thursday, 6-10 P.M.
	Community Program -- Adult	Monday & Wednesday, 6:30-10 P.M.
	Open Gym -- Adult and Teens	Saturday & Sunday continuous
Classroom (or available space)	Teen Counseling	10 hours per week during school year
	Supervised Study (with Maple Center)	Six hours per week in the Spring
	Orientation for Freshman	Nine hours each, for four staff in Fall
	Backpack Club	Two one-hour meetings each month
	Leadership Class	Monday, Tuesday & Thursday, 8-10 A.M. continuous
	Noon Activities	12:30-2 P.M. daily, continuously
Roxbury Park Field	Gym Classes and Track Team	Monday-Friday, school hours, continuously
	Soccer (High School)	Monday-Friday, 3-5 P.M., Fall
Putting Greens	Golf Classes	Weekly, school year
Tennis Courts	Tennis Team and Classes	Monday-Friday, 2-5 P.M.; all four courts for three months
Outdoor Education Leadership and Specialists	Outdoor Education projects and trips	Approximately 2080 hours per school year; About 20 percent in schools.

Source: Beverly Hills Recreation Department, January, 1976.

Private facilities.

There are a variety of other private recreational facilities. These are enumerated on Table 6. The Table also indicates if the facility is available for public use.

It is not possible to estimate the extent to which private recreation facilities lessen the demand upon public facilities. It is reasonable to assume, however, that the availability of substantial private recreation resources provides an attractive alternative to public facilities which does, in fact, lessen demand on public facilities.

Recreation facilities within private multi-family development.

Although open space and recreation facilities within the multi-family residential zones do not generally offer active recreation areas which reduce the dependency upon municipal facilities to a significant extent, they do provide a variety of active and passive recreation opportunities.

To some extent this has been dictated by the need for the housing market to be competitive and to provide amenities which have come to be expected in condominium and apartment living, and to some extent dictated by the zoning requirement for outdoor living space to be provided.

Consequently, this adds some elasticity to the availability of recreation resources and helps maintain a sense of openness, even in the higher-density residential areas of the Community.

2.3. Other.

In addition to the City's formal recreational structure, there is the informal or improvised recreational network which draws its existence from the ingenuity and inventiveness of the residents. These include areas used for jogging, bicycling, street games, and so on.

Although informal, the use of these areas is indicative of a demand, and reflects the adaptability of particular areas to simultaneously serve a secondary recreation purpose and the purpose for which it is primarily intended.

Since the purpose for which these areas are intended is usually the carrying of traffic, their use for recreation is not without attendant risk. To some extent, these risks can be reduced by formalizing the use of these areas for recreation, such as the marking of bicycle paths or the routing of such paths through less hazardous areas. In other cases, it is difficult to formalize an area for recreation without modifying its ability to serve its original function.

TABLE 6

Private and Semi-Private Open Space and Recreational Facilities in Beverly Hills

Public Open Space Not Designed for Recreational Activities

Name of Facility	Size (in acres)	Type of Activity	Users
Alex & Walter Physical Fitness Studio 8484 Wilshire Boulevard	N.A.	Gymnasium	Members only
Berkeley Hall School 300 North Swall Drive	0.75	25-yard indoor swimming pool, grass play area (football size), small play area, kindergarten play area	Students only
Beverly Carlton Residential Hotel 9400 West Olympic Blvd.	N.A.	Swimming pool (15' x 30'), recreation room	Hotel guests only
Beverly Crest Hotel 125 South Spalding Drive	N.A.	Swimming pool (20' x 40')	Hotel guests only
Beverly Hills Catholic School 148 South Linden Drive	0.16	Volleyball and basketball courts, small children's play area	Students only
Beverly Hills Hotel 9641 West Sunset Blvd.	N.A.	Swimming pool (25' x 75'), two unlighted tennis courts	Hotel guests only
Beverly Hilton Hotel 9876 Wilshire Boulevard	N.A.	Swimming pool (51' x 93')	Hotel guests only
Beverly Wilshire Hotel 9500 Wilshire Boulevard	N.A.	Swimming pool (25' x 75'), two unlighted tennis courts	Hotel guests only
Burton Way Median Strip	3.08	Open grass area used by joggers	Public
Coldwater Park Reservoir 1098 Beverly Drive	2.46	Jogging track and grass area	Public
Greystone Reservoir 501 Doheny Road	19.32	Parking lot for park and Greystone tours	Public
Holiday Inn of Beverly Hills 9360 Wilshire Boulevard	N.A.	Swimming pool (20' x 40')	Hotel guests only
Nickolaus Exercise Center of Beverly Hills 9756 Wilshire Boulevard	N.A.	Exercise room	Members only
Number 3A Reservoir 1150 Loma Linda Drive	0.26	Water storage (private property)	Not open to the public
Number 38 Reservoir 1201 Coldwater Canon	1.06	Water storage (private property)	Not open to the public
Number 4A Reservoir 9398 Readcrest Drive	1.69	Water storage (private property)	Not open to the public
Number 4B Reservoir 1180 Loma Vista Drive	0.99	Water storage (private property)	Not open to the public
Number 5 Reservoir 495 Trousdale Place	0.55	Water storage (private property)	Not open to the public
Number 6 Reservoir 1820 Loma Vista Drive	0.34	Water storage (private property)	Not open to the public
Number 7 Reservoir 405 Walker Drive	1.00	Water storage (private property); leased to Community Antenna Television Company	Not open to the public
Page School of Beverly 419 South Robertson Blvd.	N.A.	Swimming pool, recreation room, nursery room	Students only
Rexford Junior and Senior High School 9250 West Olympic Blvd.	N.A.	None; school utilizes Roxbury Park	None
Rodeo Median Strip	0.75	Grass area used by joggers	Public
Samuel A. Fryer Hebrew Academy 9120 Olympic Boulevard	N.A.	Children's play areas	Students only
Shadow Hill Reservoir 1160 Shadow Hill Way	6.00	Water storage (private property)	Not open to the public
Sunset Median Strip	4.64	Grass area used by joggers	Public
Sunset Reservoir 9598 Sunset Boulevard	1.85	Grass area and passive recreation	Public
Temple Emmanuel School 8844 Burton Way	N.A.	Children's play areas	Students; open to public after school hours
Young Men's Christian Association (YMCA) 9930 Santa Monica Blvd.	N.A.	25-yard pool, men's sauna, 6,000 square foot, gym, weight room, physical fitness room, masseur, women's sauna	Members only

Source: Beverly Hills Department of City Planning, January, 1976.
N.A.: Not Available.

The philosophy which supports these types of modifications is inherent in the Traffic Segregation Plan which was one phase of the Master Plan of Streets study. The Plan recommended that certain residential streets be modified to discourage through traffic. This would enable such streets to be more readily adapted to meet the active and passive recreational desires of the residents.

It should be noted that spontaneous recreation activities in an inforaml setting do not automatically transfer themselves to formal recreation areas, given the opportunity. Frequently, the temperament of participants in such activities would seek out other unstructured recreational opportunities rather than relocate to the neighborhood ballfield at a particular time-slot. Where the opportunity exists, therefore, areas should be maintained throughout the City which are conducive to spontaneous recreational activities and simply permit latent demand to surface.

Although unquantifiable, it may well be not only an underrated recreation resource, but one which strengthens the sense of neighborhood while reducing the demand upon formal recreation facilities.

Possibly the City's greatest informal resource, however, is the elaborate network of landscaping and vistas which fosters a sense of spaciousness within an urban setting which sets this Community apart. Although a significant portion of the vegetation is the result of strategically located parks and the City's own tree-planting efforts, a substantial contribution is the result of the pride and initiative of private investment.

This borrowed landscape, together with the City's own efforts, comprise the fabric of the garden setting of the Community. It is seen from many vantage points, and is the result of various features, including:

- The views from hillside homes, medium-rise apartments/condominiums and office buildings. The sense of spaciousness which is perceived by occupants of structures which command vistas tend to offset the effects of the densities of development which actually exist. Nearby structures become less obtrusive.

- Large lots, dense landscaping, varied topography of the City which contain homes which are partially or completely obscured because of dense plantings and siting on the parcel.

- Low profile of the area south of Santa Monica Boulevard and east of Beverly Drive. Most homes in this area are one story in height. Despite the relatively high densities which prevail, the low profile tends to emphasize the vegetation rather than the structures themselves.

- Alleyways. The predominance of mid-block alleyways which separate parcels, and the general absence of utility lines along streets tends to further reduce the sense of being enclosed.

3. STANDARDS.

3.1. Formal Public Parks: National Standards.

The standards of the National Recreation and Parks Association (NRPA) have been evaluated in terms of Beverly Hills' recreational needs. (See Tables 7. and 8.) Although the standards are generally informative and may be used for comparison when needs are not being met and alternatives are ill-defined, the national standards are generally considered irrelevant and unrealistic by the Beverly Hills Department of Recreation for several reasons:

1. Large quantity of private recreation facilities. Beverly Hills contains a relatively large number of homes and apartments with private swimming pools and other private recreational facilities. Thus, there is less of a dependence upon similar public facilities.

   (There are about 4,470 private swimming pools and approximately 55 private tennis courts. Thus there is one pool for every four Beverly Hills residential units.)

   Public recreation facilities serve somewhat different needs than a private one. For example, a public swimming pool might be designed to accommodate competitive swimming, water ballet, and diving, etc. Nevertheless, the primary use of a public pool is recreational swimming, and this is met by private pools.

2. Prevalence of usable private or semi-private open space. Most residents of single-family homes have a back and front yard for recreational use, and apartment dwellers usually have private or common usable open area. Thus, to a greater degree than many cities, parks are not necessarily the primary recreation resource for the citizens of Beverly Hills.

3. Abundance of private recreational facilities. This was noted in Section 2.

In addition to being unsuitable, the NRPA standards tend to be unrealistic when considered in light of the built-up nature of the Community. Beverly Hills is a fairly intensely developed City with no vacant tracts of land which could be developed into parks without substantial costs. Further, there are no rustic or botanically interesting places that remain unspoiled or natural and which require governmental action to preserve them.

3.2. Review of National Standards.

As is apparent from Table 9, Beverly Hills does not provide regional or areawide recreation opportunities although many municipal facilities are used by non-residents. Due to the scarcity of undeveloped parcels of any size, the value of land and the

TABLE 7

Open Space and Park Standards

Type	Desirable Number of Acres per 1,000 Residents	Desirable Size (Range in Areas)	Population Served	Service Area
Vest Pocket or Mini	None	0.1 to 1.0	500 to 2,500	Sub-neighborhood
Neighborhood	2.5	5.0 to 20.0	2,000 to 10,000	¼ to ½ mile
District or community	2.5	20.0 to 100.0	10,000 to 50,000	½ to 3 miles
Suburban	5.0	100.0 to 250.0	50,000 to undefined	½-hour drive
Regional	20.0	250.0 to undefined	Entire region	1-hour drive

Source: National Recreation and Park Association (NRPA).

TABLE 8

Standards for Special Facilities

The following standards are recommended for individual recreation facilities:

Facility (outdoor)	Standard/1,000 people	Comment
Baseball diamonds	1 per 6,000	Regulation 90'
Softball diamonds (and/or youth diamonds)	1 per 3,000	
Tennis courts	1 per 2,000	(Best in battery of 4)
Basketball courts	1 per 500	
Swimming pools -- 25 yard	1 per 10,000	(Based on 15 sq. ft. of
Swimming pools -- 50 meter	1 per 20,000	water for 3% of pop.)
Skating rinks (artificial)	1 per 30,000	
Neighborhood centers	1 per 10,000	
Community centers	1 per 25,000	
Outdoor theaters (noncommercial)	1 per 20,000	
Shooting ranges	1 per 50,000	Complete complex incl. high power, small bore trap and skeet, field archery, etc.
Golf courses (18 hole)	1 per 25,000	

Source: National Recreation and Parks Association (NRPA).

degree to which the City's neighborhoods are already established, it is unrealistic and unnecessary to consider assembling recreational parcels of the size suggested by NRPA for areawide recreational opportunities.

Although the City fares statistically well in terms of neighborhood facilities, there are apparent demands which would justify additional parkland acquisition.

Regionwide facilities do exist within the region of which Beverly Hills is a part, but this report does not attempt to determine their adequacy with respect to the region's current or future needs. An appropriate forum for such a discussion would be the West Area Planning Council, or a similar areawide planning body which maintains a regional perspective and concern.

The number of recreational facilities and their utilization patterns are listed on Table 10. It shows that the facilities are generally well used and that certain facilities, such as the childrens' play areas, tennis courts, recreation center and the athletic fields, are subject to intense and sustained use.

Table 11 relates the number of facilities provided by Beverly Hills to the national standards. They are meaningful when viewed in the context of the degree of utilization of the City's facilities and help determine those facilities which should be expanded. Certain facilities contained in the NRPA standards, such as outdoor theaters, are not applicable, although to a limited extent, and under selective conditions, Greystone has successfully served that function. On the other hand, the City already exceeds the national standard for tennis courts but still falls short based upon exhibited demand.

Distance to facilities.

Map 1 shows the location of all parks and the desirable service area of the City's four major parks, which are shown in shaded circles, in terms of the half-mile radius used by NRPA. It shows that a small portion of the service areas of each of these four parks is within the Corporate Boundaries of the City of Los Angeles.

With the exception of an active recreation facility proposed for the Industrial Area, the more intensely developed portions of the City are better served with recreation facilities. (There is virtually no opportunity and questionable need for a recreational field in the lower density and hilly sections of the Community.) Because of the location of the four parks, however, a portion of their service area falls outside the City. The end result, therefore, is that it is more convenient in certain instances for non-residents to avail themselves of the City's facilities than residents. Consequently, there is a certain portion of the park capacity which is used by non-residents while there are neighborhood residents who do not find the parks conveniently located for their purposes.

These accidents of location relative to potential resident users tends to reduce available capacity and inflate demand while not fully meeting resident needs. The alternatives are either to more fully regulate activities so that resident needs receive preference, or to attempt to acquire a facility south of Wilshire Boulevard, between Roxbury and La Cienega Parks. Since the City already regulates use to a large extent and due to constraints inherent in new acquisition in the area, a major new neighborhood facility continues to be a low priority.

TABLE 9

Review of National Recreation and Parks Association Standards

and Beverly Hills Recreation Resources

Type	Number of Acres Existing in Beverly Hills	NRPA Desirable Acres Per 1,000 Residents	Number of Acres Desirable Under NRPA Standards	Minimum Desirable Parcel Size (NRPA) (in Acres)
Neighborhood	77.5[a/]	2.5	83.54	5.0
District or Community	0.0	2.5	83.54	20.0
Suburban	0.0	5.0	167.08[b/]	100.0
Regional	0.0	20.0	668.32[b/]	250.0
TOTAL[c/]	77.5	30.0	167.08[c/]	N.A.

Source: Beverly Hills Department of City Planning, December, 1975.

N.A. Not applicable.

a/ Includes two park areas which contain less than 5.0 acres. Both are larger than mini-parks, but neither is a "mini-park" because one (Reservoir Tennis Courts) is contiguous with La Cienega Park.

b/ Not required to be within the City, but must be within a one-half hour drive of the residence. There are no suburban or regional parks within Beverly Hills, but there are a variety of facilities within one-half hour of Beverly Hills.

c/ Does not include suburban and regional parks outside the City Limits or "mini-parks" within Beverly Hills.

TABLE 10

Review of National Recreation and Parks Association Standards

With Respect to Specific Recreational Facilities

Facility	Desirable Standard Per 1,000 Population	Desirable Number for a City the Size of Beverly Hills	Number of Facilities in Beverly Hills
Baseball diamonds			
Regulation 90'	0.2	7	0
Pony/Colt League)			1
Little League)	0.3	10	2
Tennis courts	0.5	16	19
Basketball courts	2.0	64	3
Swimming Pools			
25 yards	0.1	4	1
50 meter	0.1	4	0
Skating rink	0.3	10	0
Neighborhood center	0.1	4	1
Community center	0.3	10	0
Outdoor theater	0.2	7	0
Shooting range	0.1	4	0

Source: NRPA and City of Beverly Hills Department of City Planning, January, 1976.

3.3. Demand.

New public recreational facilities are generally provided in an attempt to be responsive to demand in Beverly Hills. Table 11 illustrates the degree of utilization of specific facilities and translates the unmet demand to need for expanded facilities.

It should be noted that recreational demands change over time. In recent years, for example, soccer and tennis have become increasingly popular. As a result, the City has tried to develop generalized facilities which can be changed to accommodate new needs. For example, the City's playing fields can be and are restructured to accommodate various games during various seasons of the year; they are of a size and configuration which will presumably allow new games to be played on them as well.

The demand for bikeways was demonstrated by a School Usage Survey conducted by the

City Department of Traffic & Parking. As a result, a committee was established to discuss the matter and to determine route feasibility, etc. To date, this committee has not formally recommended any routes; however, they have suggested that Elevado Avenue, Beverly Gardens, and Gregory Way become bikeways.

The demand for jogging routes has not been systematically calculated. However, based on observation, nonquantified usage patterns at the High School, parks and streets, it is felt by the Recreation Department that there is substantial demand for jogging trails.

TABLE 11

New Facilities Required Based Upon Demand Exhibited

By Beverly Hills Citizens

Facility	Average No. Served/Day	Average No. Not Served/Day[a/]	New Facility Needed on the Basis of Unmet Demand
Tennis Courts	400	200	Eight courts
Playing fields	100	300	Three fields
Addition to or second recreation structure	446	550[b/]	11,000 square foot structure

Source: Beverly Hills Department of Recreation, January, 1976.

a/ Based upon requests for reservations which are denied.
b/ Estimate.

3.4. Open Space and Passive Recreation Areas.

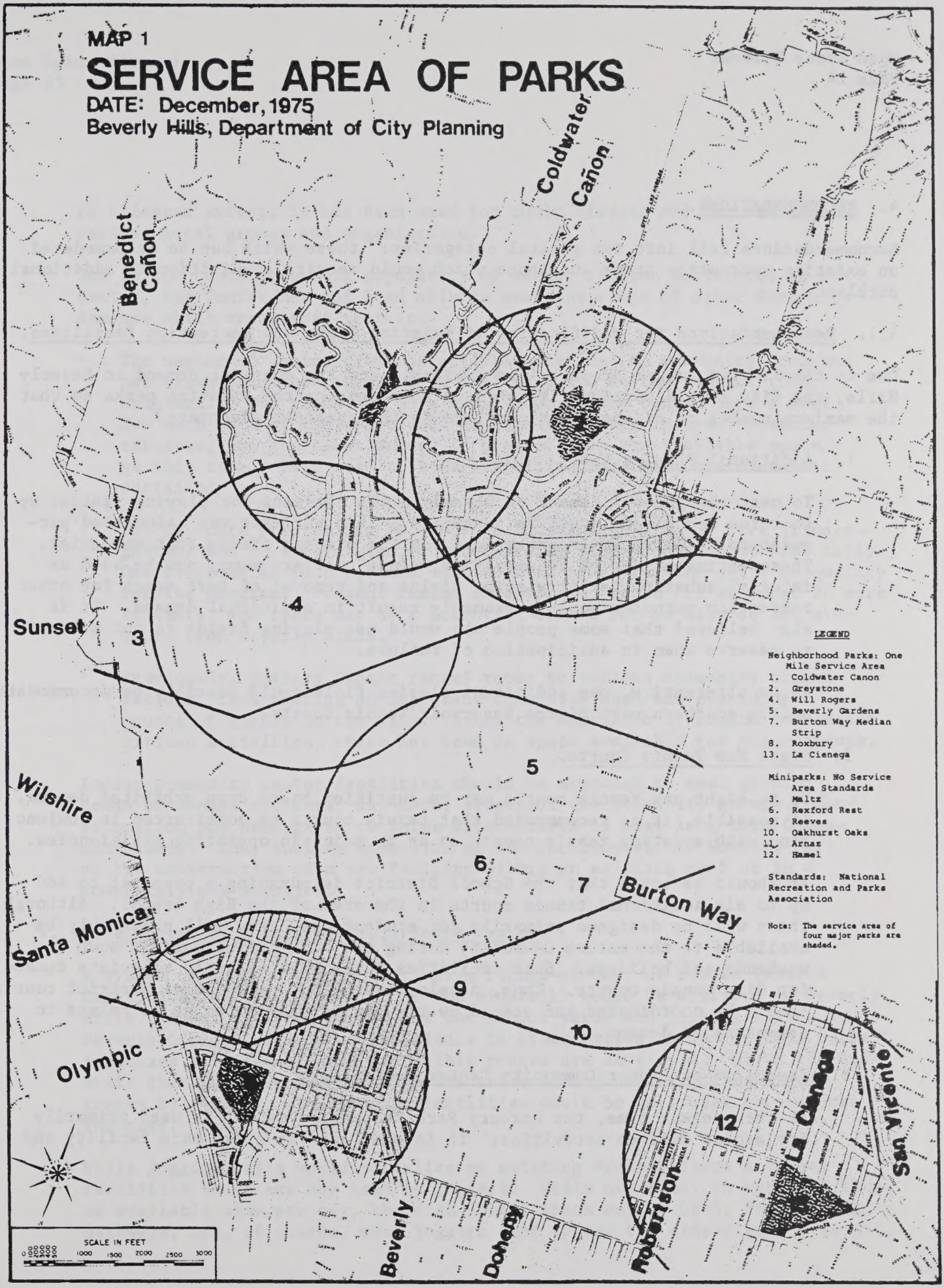
In addition to the need for active recreation facilities, consideration should be given to the open space needs of the Community even though demand cannot similarly be quantified. The City has set a landscaping and open space standard for itself over the years which has resulted in a distinctive atmosphere for residential and commercial areas alike. It would be the purpose of this plan to simply reaffirm the importance of such efforts as the City's tree-planting and maintenance program and open space requirements in the multi-family zones.

MAP 1

SERVICE AREA OF PARKS

DATE: December, 1975

Beverly Hills, Department of City Planning



4. RECOMMENDATIONS.

Recommendations fall into two general categories: those which can be accommodated on existing recreation areas and those which would require acquisition of additional parkland.

4.1. Recommendations for Modification of Existing Parks and Recreation Facilities.

Due to the limited amount of park land available and the changing demand in Beverly Hills, the City should continue its efforts to redevelop the existing parks so that the maximum number of citizens can use them to the greatest advantage.

1. Additional Playing Field.

   To meet the general demand of Beverly Hills citizens for playing fields, up to three new fields could be justified. This estimate was calculated pursuant to requests for reservations for the playing fields that now exist. These estimates may be conservative, since turf areas may now be used as informal substitutes for playing fields and removal of turf areas for other recreation purposes would presumably result in additional demand. It is also believed that some people who would use playing fields do not attempt to reserve them in anticipation of failure.

   As an alternative, one additional playing field could possibly be accommodated on the southern part of the Reservoir Tennis Courts.

2. Eight New Tennis Courts.

   Up to eight new tennis courts may be justified based upon exhibited demand. If possible, it is recommended that tennis courts be constructed in conjunction with existing tennis courts so as to maintain operating efficiencies.

   It should be noted that the School District is pursuing a proposal to add up to six additional tennis courts in the area of the High School. Although these will be designed primarily for student use, they will presumably be available to the entire Community during the high demand periods such as weekends and holidays. Such facilities could significantly alleviate demand for City tennis courts. Thus, development of City and School District courts should be coordinated and staged over a period of time so as to relate to demonstrated demand.

3. Expansion of Indoor Community Center Facilities.

   At the present time, the Roxbury Park Recreation Center is used primarily for senior citizen activities. It is also used as a day care facility and

to a lesser extent, it has been used for adult classes and for meetings of various local groups and organization.

Due to the rapid growth in popularity of senior citizen activities at the Center, the Center has not been able to meet the range of other Community demands which are placed upon it.

- The number of senior citizens actively involved in community programs has risen from less than 100 in 1971 to 3,200 at the present time. Originally, the group met in a small room at the Center once a week. Now much more of the space used in Roxbury Center is used by senior citizens, and the total demand is greater than the available space at this time. As a result, some activities have been restricted or curtailed.

- The day-care program has 90 students between the ages of five (kindergarten) and 10 (third grade), and operates from Noon to 6:00 P.M. daily. One divorced or both parents must work in order for the child to qualify for the program. Present demand is estimated to be for at least 20 more students, and there may be a potential demand for as many as 200 students from Beverly Hills.

- Previously, Roxbury Center rented rooms to various community organizations, thus meeting an important Community need and providing a source of income to the City. Since the expansion of demand for senior citizen activities, there has been no space available for these groups.

Indoor community center facilities should be expanded to meet growing needs of senior citizens, day-care, preschool and community groups. Consideration has been given to three alternatives to meet long-term Community needs. They include expansion of the facility within Roxbury Park or the construction of a new facility within an existing park or in a completely new location.

4. Development of a Jogging Trail/Route System.

A system of jogging trails (exclusive rights-of-way) or routes (shared facilities, such as a portion of the sidewalk) would be utilized in Beverly Hills. About 150 joggers now use the school yards and jogging routes in Beverly Gardens each day. Experience in other cities indicates that usage increases when new or more accessible routes are developed. Given the moderate climate of Southern California and existing use of pathways and tracks by joggers, the proposed facilities would be well used throughout the year.

While jogging rails would formalize an existing demand, there are many facilities which are now used by joggers. While not ideal in terms of hours of available time per day, the High School track may be used; the parks have pathways, and, of course, most joggers tend to use the sidewalks and streets

near their houses. Therefore, while a formal jogging system would enhance the activity, it is a low priority item.

An important consideration in a formal jogging system is the need to remark or redesign certain intersections in order to increase levels of safety in the system and to encourage additional use.

5. Development of a Bikeway/Route System.

As a relatively compact Community with a broad range of community facilities and services in relatively close proximity to a large proportion of the residents, Beverly Hills offers a unique opportunity to develop a bikeway system which can serve both transportation and recreation needs.

In order to develop a system which is compatible with the heavy automobile use of major streets, a bikeway route system should be developed to encourage bicycling on less-travelled streets, and thereby separate transportation modes and lower the probability of accidents. The bikelanes (exclusive routes) or bike routes (portion of street or sidewalk labeled for bicycle use) should connect facilities such as schools and parks -- places between which children may want to ride bicycles. They should offer a safe pathway to and from the Business Triangle and other commercial or employment areas for adults. And they ought to connect into the systems proposed for the City and County of Los Angeles in order to allow Beverly Hills residents to ride safely into West Hollywood or Westwood, etc. Hence, the system would be capable of serving both recreation and transportation needs. Some intersections might have to be signed or signaled for increased safety.

4.2. Acquisition of Additional, Centrally Located Parkland.

The most important single step the City could take to insure its ability to meet the long-term recreational, social and cultural needs of its residents would be the acquisition of adequate land in a centrally-located area, such as in the Industrial District. This would provide the opportunity to develop additional playing fields, a recreation center for day-care purposes, and facilities to meet the needs of various community organizations as well as adult classes, with some addition of flexible outdoor space to meet changing recreational needs.

Park development in the Industrial District was proposed in the 1965 General Plan as an ambitious 18-acre undertaking and modified to eight acres in the 1973 Citizens Committee Report. A feasibility analysis needs to be undertaken as part of the implementation strategy of the General Plan in order to determine an appropriate size and location.

The assets of a proposal within the Industrial area include the following:

1. Site is flat and therefore could easily accommodate the needed playing fields, etc.

2. Site is well located. It is relatively central within the City. It adjoins the Library and most public buildings. It is near a high-density apartment district and is on the fringe of the commercial-office core.

3. Park development in the area would be an incentive to encourage future peripheral development of high quality.

4. Proposed park may be viewed as a link between Beverly Gardens or Burton Way. Each would serve as a "finger" extension.

Other areas of the City are also somewhat distant from existing parks, especially neighborhoods in the northern portion of the City. However, these areas are not conducive to large, well-developed, active recreation areas for several reasons:

1. These are areas of low density, thus not serving large population centers.

2. Homes in this area tend to have large lots and many contain private recreational facilities. Thus, the relative need for a public park is less than in the southern part of Beverly Hills.

3. Sites are hilly; hence, land preparation is difficult and costs are greater.

4. Sites of adequate size and configuration are not readily available and are difficult to assemble.

In order to accommodate the two playing fields, the proposed park would have to contain a minimum of three acres of reasonably level land. This figure, therefore, is the minimum desirable size for the park.

Other recreational uses would require additional land. Based on a more definitive determination of demand, the following are possible additional uses:

1. Indoor swimming pool.

2. Children's play areas.

3. Picnic areas.

4. Backboards.

5. An additional playing field.

If all of the above were constructed, the site would require an additional 3 or 3.5 acres, or a minimum of about 6 or 6.5 acres.

4.3. Open Space in R-4.

The open space standards of the R-4 zone should be developed toward the following goals:

1. There should be an across-the-board open space requirement applicable to all multi-family units.

2. Theer should be a benefit to the City for permitting a density of development in excess of the basic density of the zone. The benefit should be in the form of additional open area visible from public view.

3. The zoning ordinance should favor common outdoor living area over private (individual) outdoor living area.

   It should be recognized that in order to achieve the open space objectives of this proposal, the zone requirements may cause development to take place at the maximum permitted height (up to five stories).

4. Since the amount of ground area available for outdoor living area is limited, it is recommended that setbacks other than the basic required front setback be available to meet the outdoor living requirement. The purpose of this is not to force provision of outdoor living area on the roof.

4.4. Greystone Use.

The use of Greystone should be reevaluated. This is discussed in Section 5.

5. PROGRAM EVALUATION.

Although there is considerable information available within the Recreation Department, it is suggested that the data gathering process be systematized and ongoing so that use characteristics and cost effectiveness of various programs can more readily be determined. This will also assist in regulating activities so as to assure that the priorities reflect the recreation needs of local residents.

The Recreation Department has estimates of the total number of people using the parks and actual data on facility use if reservations are required; there is relatively little systematic collection of data on types of uses and user characteristics for the unreserved portions of parks. Therefore, surveys to determine intensity and character of use of unregulated facilities would be valuable for future planning.

It should also be noted, however, that certain services provided by the City reflect a quality of standard of service which the Community terms appropriate for itself and which does not rest on an analysis of cost benefits. All communities are involved in education, public safety, street maintenance and so on, but the quality reflects local objectives. Such decisions may be difficult, but are necessary.

Along these lines, an evaluation of the role of Greystone in the City's cultural and recreational life is appropriate and will now be undertaken by the City via the office of the City Manager. Although Greystone was conceived as a culturral center for the community, and in fact is currently involved in the furtherance of film art, current use is limited by City policy which dictates that the site be used for passive recreation activities. The structure itself is leased to the American Film Institute for a period ending in 1981. At such time, the City will be in a position to determine the future of the facility.

Generally speaking, the greater the restrictions on use, the less cost-effective the facility will be, since the costs of maintenance and operation will be spread over fewer users. Conversely, greater cost-effectiveness would require greater numbers of visitors to the site. Unless a highly specialized use is developed for the facility, such as a specialized conference center or museum, the City is working with only limited alternatives in terms of cost vs. patronage.

Any long-range program for the use of the facility must attempt to weigh the intangible value of the facility to the Community against the financial cost. It is not the nature of such a facility to lend itself to a completely systematic and objective analysis, and because of its uniqueness, such an analysis cannot be expected.

In spite of the unique qualities of the facility itself, the issues which underline ownership of Greystone by the City are not unique. As was also the case with the Harold Lloyd Estate, the City was faced with the question of how to evaluate an offer of property to the City. Since the issue has arisen several times in the past and may rise again in the future, and since it is difficult to develop a consensus at a time the situation is thrust upon the City and no groundrules have been established to deal with it, it may be useful to attempt to place such offers in perspective.

Although offers may take a variety of forms and it would be futile to guess what they may be, the most difficult to deal with would be the "estate" type in which the structures and/or the landscaping must be maintained, since it does not lend itself to a traditional analysis. There are older estates such as Picfair and Harvey Mudd which may never be in this situation, but there are newer estates as well which may someday require consideration.

There appear to be characteristics such situations may share in common. They are:

- A likelihood that they are located north of Sunset Boulevard within some of the finest residential areas of the Community.
- There will be strong feelings on the part of the residents than any proposed use be consistent with the established character of the area and of a low intensity of use. It is likely that objections to a specific proposal on these grounds would be justified if an analysis of the effects of increased traffic on the neighborhood and traditional planning and zoning criteria were employed.
- It will require an assumption of new costs by the City, primarily for maintenance and operation. Since these would normally be evaluated in terms of the numbers of people served, the predisposition toward low intensity use would probably result in per capita user costs far in excess of what would be expected for a conventional recreational facility.
- It is likely to be a facility which is not properly located to serve any identified community need.
- It is likely to be a facility which would serve no conventional community need, regardless of where it is located.
- It is likely to be offered to the City with constraints and conditions as to how it is to be used or maintained.

What then would be the purpose of considering an acquisition? Basically, it would be to perserve something which captures and epitomizes a quality or tradition which is felt to be necessary for Beverly Hills to maintain its distinctive identity. It is a quality which is subjective, intangible and unquantifiable, and would be evaluated as a source of community pride and a contributor to the overall sense of well-being, much the same way as the underground utility lines or the tree-lined streets.

There may be opportunities to reduce the economic sting of acquisition and operation by taking advantage of some of the marketable potential (such as was considered in the proposal for tennis courts on the Harold Lloyd Estate), but efforts to make the project self-sustaining will have to meet rigid tests from surrounding residents.

Once the fact is accepted that such a facility will never serve a conventional community need even though it may serve a variety of other purposes, the issue becomes one of determining if it is important enough to the Community as a source of pride and identity to incur costs to own and maintain.

It may well be that it is not necessary to anticipate the need to evaluate future offers to the City if it is determined that Greystone can and should serve these functions, and that the City should accept it into the inventory of community facilities on a par with other services the City offers. Although the City owns Greystone and has a substantial investment in it, a commitment, such as has been made as the City's responsibillty to provide other services, has not been made.

The issue of the future of Greystone is intertwined with the issue of how to evaluate future gifts of property to the City. Presumably a detailed study of the role Greystone should play in the future of the City would help answer both issues.

6. BIKEWAYS.

6.1. Introduction.

6.1.1. Overview.

The Open Space Element identifies and inventories the existing open space and recreational facilities in Beverly Hills and uses the level of existing demand for these facilities as a basis for program priorities and recommendations for changes. It slso is used to determine the long-range open space needs of the Community. The Element considers a wide range of types of open space in Beverly Hills. These include the following:

- Active and passive recreation areas.
- Formal and informal areas.
- Private and public recreation facilities.
- Actual and perceived open space.

Based on apparent demand, the additional recreational facilities required to meet only the needs of Beverly Hills citizens include a bikeway system which is the focus of this Sub-Element. If fully implemented, this system would connect the major commercial, recreational, educational and employment facilities in the City by the shortest safest possible routes. (The issue of route safety is relative, considering that a bikeway system would have to be superimposed on a fully developed City whose circulation routes were designed primarily for automobiles and pedestrians.) These bikeway facilities would serve the interests of both children and adults, so that the system could serve as alternative transportation to parks, schools, shopping areas, etc.

6.1.2. Purposes of the Sub-Element

This document is a Sub-Element of the Open Space Element, one of the nine State-required elements to be included in the General Plans of all jurisdictions in California. The Sub-Element is intended to fulfill the requirements for funding pursuant to SB 821, which states that the jurisdiction will have an adopted bikeways plan.

6.1.3. Objectives of the Sub-Element.

- To reevaluate and build upon the City's adopted or informal policies and goals associated with bikeways as identified in the 1973 Citizens Committee Report.
- To recommend a bikeway plan which is responsive to the long-range needs of the residents, employees, employees and shoppers of Beverly Hills and vicinity.

- To recommend programs for acquisition, development, and use of bikeways to meet the City's needs.

- As a relatively compact Community with a broad range of community facilities and services in relatively close proximity to a large proportion of the residents, Beverly Hills offers a unique opportunity to develop a bikeway system which can serve both transportation and recreation needs, that is, a system that is both suitable for Sunday afternoon family bicycle riding, as well as one that connects residential areas with parks, schools, shops, or places of employment, thus providing an alternative means of transportation to the bus or private auto.

6.2. Inventory (Existing Facilities, Plans).

6.2.1. Existing Facilities.

Although many streets carry substantial bicycle traffic, there are now no formal public or private bikeways in Beverly Hills.

6.2.2. Existing Plans.

The adopted 1965 General Plan proposed no bikewyas. However, the 1973 adopted Citizens Committee Report, which is the basis for the revised General Plan, stated that bikeways should be developed for both transportation and recreational purposes. In 1974, an Interim Open Space Element was adopted by the City which did not address the subject of bikeways.

6.3. Standards.

6.3.1. Physical Specifications for Design.

Standards for the physical design of the bicycle routes as described in the California Vehicle Code serve as a guide in the development of a system and as an indicator of the types of commitment the City may be required to make in order to develop a safe and effective long-range bikeways system.

There are several types of bicycle routes distinguished in the Code:

- Bike lanes or routes that contain a preferential lane for bicyclists, but which can be shared in part or traversed by autos, specifically those parking or entering or exiting from driveways.

- Bikepaths or exclusive pathways for bicyclists only.

- Shared routes, which are used by bicyclists and motorists but which are marked by signs.

(Section 6.4., below, describes which types of routes might be appropriate and possible within Beverly Hills.)

The Code suggests the following types of design features:

- Routes should be composed of one-way couplets rather than two-directional, single pathways.
- A route should be eight feet wide with a two percent cross slope within a 14-foot graded area. Five feet is the minimum width for a one-way couplet.
- A five percent grade is the maximum recommended; one or two percent grades are optimal. A seven percent grade for a short distance may be tolerable.

In addition, although not stated in the Code, a route should have as few interruptions or stops as possible, since stop-and-go cycling is an inefficient use of the bicyclist's energy and tends to discourage use of a bikeway.

(Section 6.4., below, describes the design features which may be appropriate for Beverly Hills.)

6.3.2. Demand.

The demand for bikeways was discussed in the 1973 Citizens Committee Report, which proposed bikeways not only for recreational uses but as an alternative to the use of the private auto. An important segment of the demand was quantified by a recent Bicycle Usage Survey of students for school trips, conducted by the City Department of Traffic & Parking (See Map 2.), which indicated that there were approximately 850 daily bike trips for this purpose.

A committee was established to determine route feasibility in Beverly Hills but to date formal recommendations have not been made. However, it has been informally suggested that Elevado Avenue, Beverly Gardens, and Gregory Way become bikepaths. (Each of these routes have been recommended in this Sub-Element.)

6.4. Recommendations: Development of a Bikeway System.

A 22.0 mile bikeway system is proposed, as shown on Map 3. This route connects schools, parks and other public or semi-public facilities with residential neighborhoods. It also unites commercial areas and places of employment, including the Business Triangle.

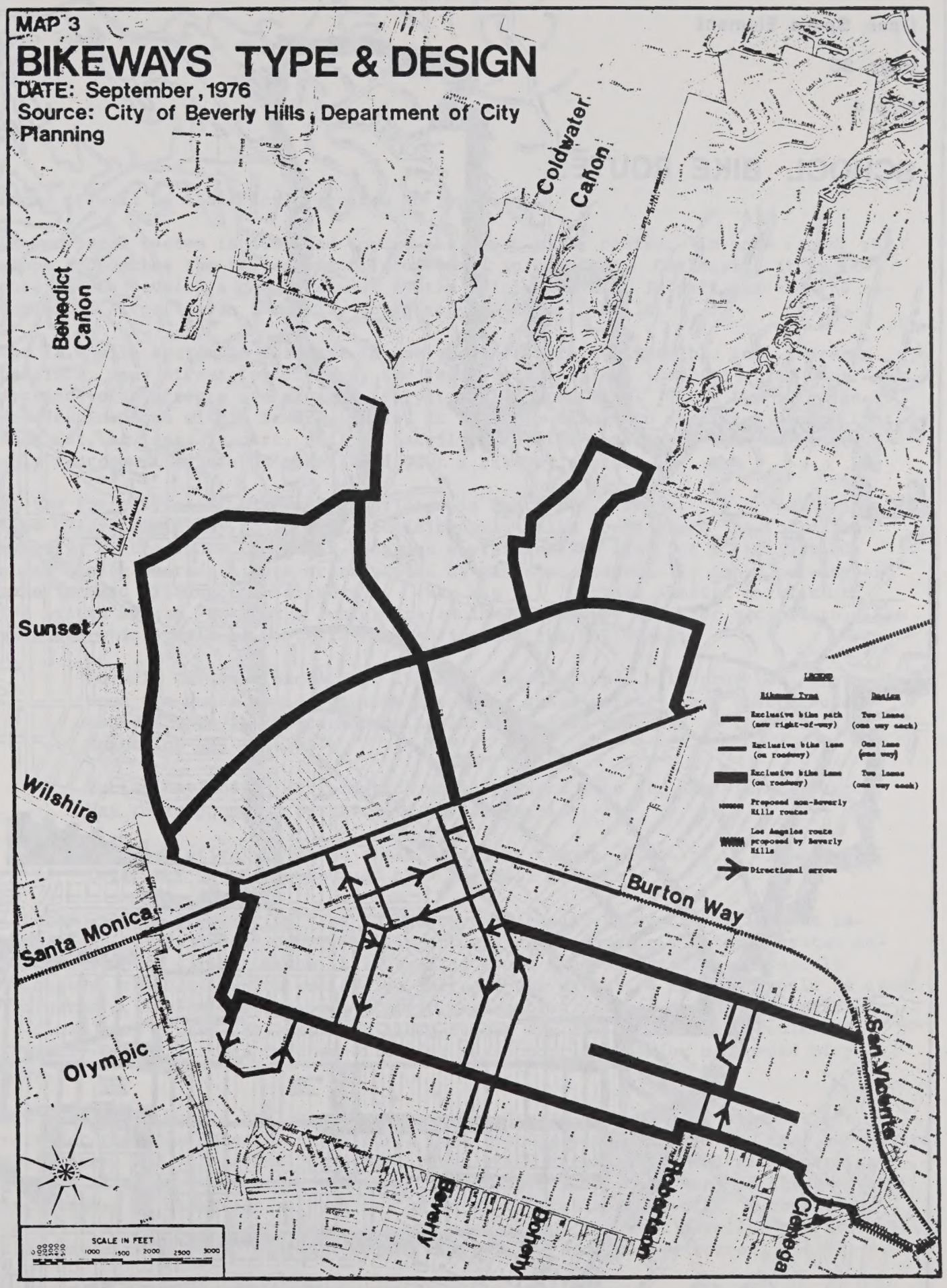
If the City were in its infant stages, exclusive bike routes could be developed to the standards of the California Vehicle Code, and movement would be safe and expeditious. However, this system has to be developed within the constraints of a fully developed City which was planned for pedestrian and automotive travel, and made no provision for a third form of transportation whose requirements were different from the other two. Consequently, if the City is to have a comprehensive bikeways program, it will only be with certain compromises and trade-offs. Even in that

MAP 3

BIKEWAYS TYPE & DESIGN

DATE: September, 1976

Source: City of Beverly Hills, Department of City Planning



Open Space Element

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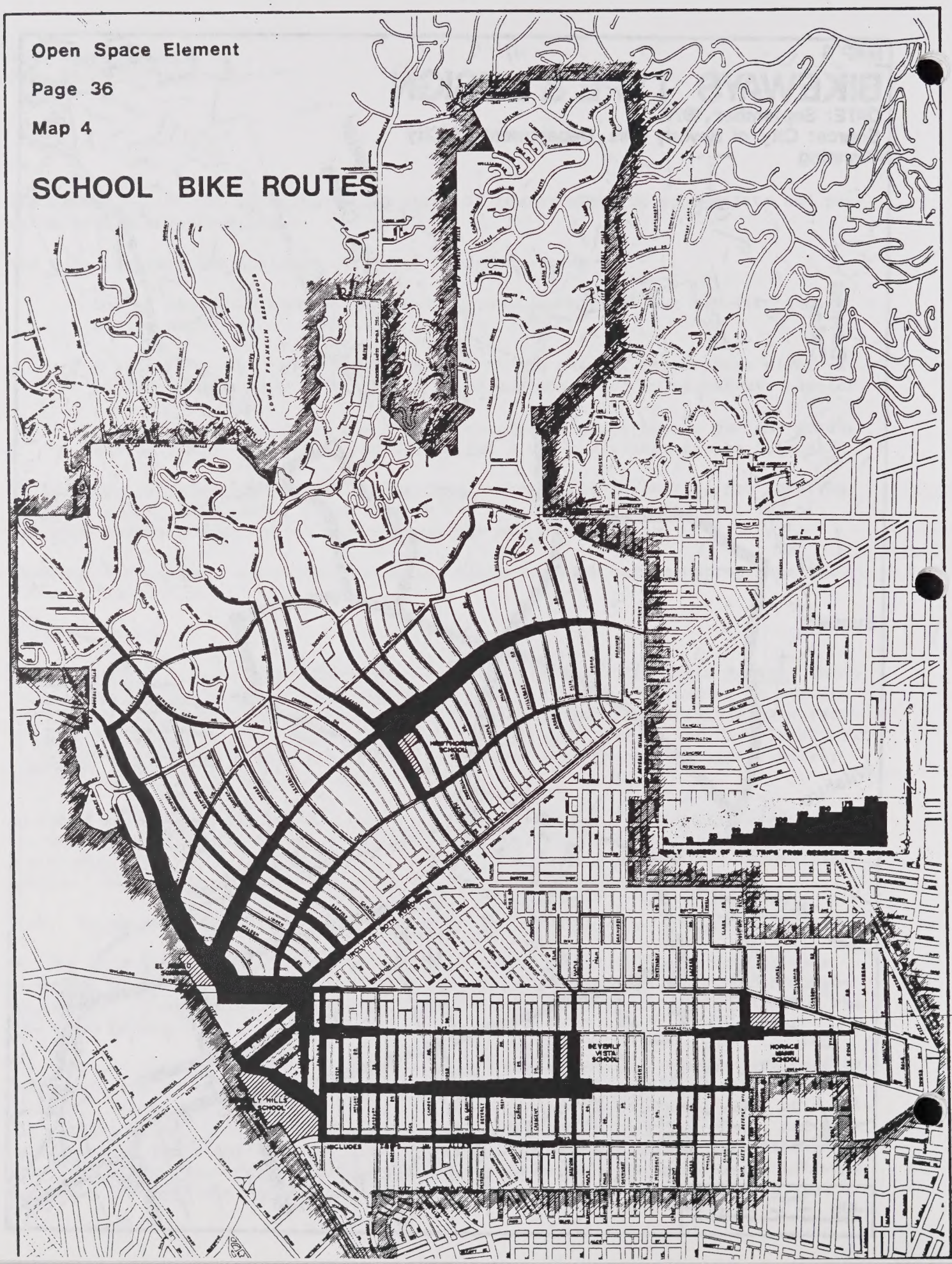
Map 4

SCHOOL BIKE ROUTES



form, it will be a difficult program to implement.

The proposed system is designed to use the least hilly routes. In some cases, the slope approaches the five percent recommended in the Code. Obviously, it is impossible to develop a comprehensive system which does not, in part, exceed the recommended slope, given the hilly topography of Beverly Hills.

The 22.0 mile system is designed to use the safest routes possible and, wherever possible, uses streets which carry the fewest automobiles. Despite this, some portions of the route are along heavily travelled roadways. Given the location of key destinations within Beverly Hills, it is not possible to develop a system that does not, at least in part, utilize heavily travelled roadways. This will inevitably increase the hazards associated with a bikeway system.

Of the three types of bikeways identified in Section 3., above, the predominant type of system likely to be employed in Beverly Hills would be of the "bike lane" variety, or the route type that contains a preferential lane for bicyclists but which can be shared in part or traversed by vehicles, especially those parking or entering and exiting from driveways. (See Map 1.) Certain limited portions of the system may be "bikepaths" which are exclusive pathway only for bicyclists. The sections which could be so characterized include the following:

- Beverly Gardens (except for those blocks developed with churches, whereupon the route could continue along the grass parkway, and which could connect into the Santa Monica Boulevard routes proposed by the City and County of Los Angeles);

- Burton Way median strip (which would connect into the San Vicente/Burton Way route proposed by the City of Los Angeles; and

- Other relatively limited areas, sections through Roxbury, La Cienega and Coldwater Canyon Parks, and the City Hall grounds.

(If the Traffic Segregation Plan to reduce unnecessary through traffic were implemented, it would open additional opportunities to develop a bikeway system unimpeded by stop signs. Hence, bike traffic could flow efficiently and safely throughout the City, which would also increase the extent to which it would be used. Furthermore, implementation of a traffic segregation program may make it possible to close some of the cross-streets along Burton Way and Santa Monica Boulevard (Beverly Gardens), thus further extending the opportunities for unimpeded bicycle flow.)

South of Santa Monica Boulevard, most of the streets proposed for bikeways are narrower than the streets in the north (the average width is about 30 feet as opposed to 60 feet) and, therefore, on-street paths would necessitate removal of parking on both sides of the street. Parking is already a problem in many of these areas and removal of on-street parking may be an unacceptable trade-off. A compromise solution might be to develop two one-way couplets on adjacent parallel streets. In this way parking would be removed from one side of each of two streets and there-

fore no one street would be severely impacted. For east-west routes south of Santa Monica Boulevard, removal of parking may be a more feasible solution as there is relatively little on-street parking now available.

North of Santa Monica Boulevard, most streets are 60 feet wide and, as has been done in many areas, bike paths could be developed immediately alongside vehicular parking lanes (between parked cars and moving lanes), without requiring the removal of curb parking. Two one-way bikelanes could, therefore, be developed, one on either side of the street. With the bikeways and curb parking, there would still be adequate space for moving vehicles because of the street widths. This type of bikepath will probably improve safety and it will not lessen the number of travel lanes nor affect parking.

As the system traverses the Business Triangle, the alignment would be along one side of the mid-block alley and/or on the left hand side of the one-way streets. Parking and loading in the alleys is limited to one side, therefore facilitating the development of one two-way bikeway on one side of the alleyway. The alley is adequately wide to accommodate this, although the bikeway would have to be narrower than desirable.

This route alignment is a compromise. It is not attractive and it may be less safe. However, a bikeway on any north-south Triangle street would necessitate the removal of a parking or traffic-carrying lane or a portion of a sidewalk, and these are all unfeasible alternatives.

There is a study underway to remove parking from the left hand (driver's) side of one-way streets in the Business Triangle to facilitate the movement of traffic. If implemented, there would be adequate width to accommodate a one-way bikeway in the remaining space that would flow with vehicular traffic and not intrude upon the improved vehicular traffic lanes. Until such a proposal is implemented, it would not be appropriate to develop on east-west streets through the Business Triangle as it would interfere with vehicular traffic. (Sidewalks are too congested to use safely.)

In addition, the Beverly Hills system as proposed would connect into the systems proposed by the adjoining jurisdictions of the City and County of Los Angeles. This would provide continuity to the recreational and transportation bicycle activities throughout the Central West Los Angeles area. The City of Los Angeles has proposed bike routes in the median strip of San Vicente Boulevard/Burton Way, east of Beverly Hills and in the median strip of Santa Monica Boulevard, west of the City; Los Angeles County has proposed a route in the median strip of Santa Monica Boulevard, east of Beverly Hills.

The Sub-Element suggests that the City of Los Angeles consider linking up their proposed San Vicente bikeway with the Charleville bikeway via Hayes and Foster Drives in the Carthay Circle District. This would benefit both jurisdictions by making connections which allow riders to move easily in and out of either City without using the very crowded Wilshire - San Vicente Boulevard intersection.

Circulation

Note: On September 6, 1977, by Resolution Number 77-R-5705, the Beverly Hills City Council adopted Pages 1 through 29 of this document.

CIRCULATION ELEMENT: ABSTRACT

The Circulation Element stresses two policies. First, the neighborhoods of Beverly Hills should be preserved and enhanced. The environmental degradation resulting from vehicles traversing neighborhoods is undesirable because it conflicts with the major goal of increasing long term stability and desirability in Beverly Hills. Secondly, vehicles should move into, out of or through Beverly Hills as expeditiously as possible.

The Circulation Element takes the position that Beverly Hills' streets function as part of a subregional traffic pattern. Traffic is related to land use and the resulting problems will require tradeoffs since changes to accommodate traffic in urbanized areas can only come about at the expense of existing patterns of development. Interim solutions may be more worthwhile than long-term solutions, pending the development of a viable rapid transit solution, etc. The Element views circulation as one important factor affecting the City.

Through traffic (traffic neither originating in nor destined for Beverly Hills) would be encouraged to use only a few streets. Now, many streets are used. As proposed, the through traffic would be carried on east-west streets such as Sunset, Santa Monica, Wilshire and Olympic Boulevards as well as north-south streets such as Doheny Drive and Robertson Boulevard.

Access traffic (traffic either origination in and/or destined for Beverly Hills) should be encouraged but also on limited streets. These streets include Beverly Drive-Coldwater Canon Drive (north of Sunset Boulevard) and Benedict Canon Drive.

Effort should be made to preserve residential areas by encouraging nonlocal traffic to flow around the neighborhood rather than through it. This would result in less air and noise pollution and greater levels of safety within neighborhoods. To achieve this, the Element proposes the construction of the Traffic Managment Plan.

Parking should be conveniently located between access street and commercial destination. This location would intercept the patron and therefore be easily used. It would be well to consider expansion of the In-Lieu Parking concept in older multiple-family areas.

A Triangle circulation plan should be developed to encourage people to walk in the business area.

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1. INTRODUCTION.

1.1. Regional Transportation Network.

General.

The basic forces which govern regional travel characteristics have not changed in principle in recent years, nor have trends toward greater regional traffic volume shown signs of abating. If anything, the problems have continued to intensify and it has become apparent that attempts to ameliorate the traffic situation through the provision of bigger and better streets and highways will provide only temporary relief at a fiscal and environmental cost which is no longer deemed acceptable.

This means that although it is still desirable to attempt to solve areawide traffic problems using whatever transit solutions are at our disposal, such efforts will be futile unless it can be assured that such responses are stable, long-term solutions. This means, for instance, that alleviation of traffic problems cannot be considered as an automatic license to begin a new wave of regional growth and development. Traditionally, the practical effect of traffic improvements was not only to serve a demonstrated need, but as an inducement to stimulate new growth.

Uncontrolled growth, not freeways, was the problem. Freeways, therefore, are not categorically the wrong solutions nor are transit systems necessarily the right solution. If we subscribed to such simplistic conclusions, we would merely run the risk of substituting one solution with which we have become disenchanted for a solution with which we will become disenchanted, unless such controlling issues as land use policy are squarely confronted. This simple observation leads to disturbing implications in the multigovernmental structure of the Los Angeles region, since it underscores the fact that Beverly Hills' transit and land use problems are not for Beverly Hills alone to solve.

1. Within the limits of current capability to control regional land use, coupled with the continuing dependency upon the automobile as the primary means of travel, problems related to transportation may be ameliorated, but not solved.

2. Amelioration of such problems will require tradeoffs, since changes to accommodate traffic in urbanized areas can only come about at the expense of existing patterns of development. Modifications, therefore, no matter how small or limited, are likely to be costly and disruptive to existing patterns.

3. In many instances, it may be more appropriate to develop interim solutions which will favor preservation of the character of existing areas

at the expense of traffic, rather than the other way around, until lasting solutions can be found.

4. Lasting solutions must be planned and considered at the regional level, but must be able to reflect local needs and priorities as determined at the local level.

5. In order for solutions to be durable, they must be inextricably tied to locally developed and regionally accepted land use controls for all jurisdictions within the area of influence, which will insure that increased transportation efficiencies will not be lost to uncontrolled development.

6. Lasting solutions may also require new technologies. In the long run it may be appropriate to devise a new approach which is based upon the unique features of Los Angeles rather than to adapt existing technologies which may have limited suitability. An example may be a system for Personal or Group Rapid Transit, which utilizes an extensive network which provides maximum flexibility of origins and destinations and requires minimal transfers between modes of transportation. If such a proposal were feasible, it would more effectively integrate the current lifestyle patterns of residents with the widespread geographical character of the Los Angeles area, than the traditional mass transit systems which generally require more than one mode of travel for each trip.

The Need for a Total Approach to Transportation Planning.

The desire to improve traffic efficiency and convenience will continue to be a major concern to this area. As such, there will always be proposals to develop new transportation systems, based upon the development of new technologies.

The technology, however, is incidental to the issue, and although discussions center about the most suitable technology, it is probably because they are tangible and dramatic aspects of a solution rather than comprehensive and durable solutions in themselves.

A durable solution must be comprehensive in that it must address all the major elements of the problem. The extensive freeway system might have been durable had the issues of land use and environmental degradation been addressed at the time of freeway development. The element of control or manageability of a wide range of variables is essential for a successful transportation improvement program. Unfortunately, advances in technology have traditionally outdistanced the ability or commitment to deal with the less tangible issues related to growth control.

In light of past experience, it would be futile and irresponsible to once again propose transportation improvements in a vacuum.

As a prerequisite, therefore, it is necessary at the regional level to identify the range of components to be considered in a transportation program and to recommend methods whereby such controls could be implemented. It is recommended that the sequence be initiated with local land use plans which are considered within a regional transportation context, and which become the basis for local regional land use agreements. Such a system could absorb internal shifts in land use intensity within local transportation subareas, but would be subject to regional controls for changes in intensities of use or changes between transportation subareas.

This overview provides an important aspect of a framework for the evaluation of transportation improvements for Beverly Hills. As an employment and shopping center, it is appropriate to consider Beverly Hills as an integral part of any improved regional transportation network.

Major Modification of the Existing Circulation Network.

Assuming the continuing role of the automobile as the dominant mode of travel and the demands of the automobile upon the area, the most direct solution would be one which carries the maximum number of vehicles across the shortest possible distance. Such a solution has been presented in many forms over the years, all of which may be characterized as a limited access "freeway" type of design, usually in the vicinity of Santa Monica Boulevard.

Recognizing the need to separate the through traffic, which dominates the use of Beverly Hills' east-west streets, from the local access traffic which requires Beverly Hills streets, consideration should also be given to the development of a multilane tunnel, using burrowing techniques, beginning at a point west of the Wilshire-Santa Monica Boulevards intersection and continuing under Santa Monica Boulevard to the City's eastern boundary. This would provide a grade-separated Wilshire-Santa Monica Boulevards interchange and would permit a free flow of through traffic while retaining the existing Santa Monica Boulevard at grade for local access purposes. Such burrowing techniques have been used successfully elsewhere, and since it represents what may be the only acceptable and reasonably successful solution to the problem, feasibility should be thoroughly investigated. Such a tunnel would be approximately 1.6 miles long and might well be constructed completely within the existing right-of-way.

If feasible, such a solution may offer an opportunity to restore some of the environmental quality which has been lost due to traffic congestion, noise and air pollution.

This project would benefit the subregion by relieving the bottleneck that happens to be located in Beverly Hills. As a result, hopefully, all local jurisdictions would be interested in participating in the project's planning and financing.

It should again be emphasized that such a solution should only be considered in the context of a regional land use program which will insure that the benefits of such transportation improvements will not be cancelled out by a subsequent wave of uncontrolled growth.

The Role of Mass Transit.

There are a variety of possibilities which may be suitable as alternatives to the automobile. The extent to which a transit solution will supplant the automobile will depend partly on the extent to which it provides the individuality and the flexibility of the automobile. Presumably, any transit system would be grade-separated, so as not to interfere with automobile traffic, and designed to be environmentally as well as functionally integrated into the community.

Depending upon the type of system and how extensive it is, transit offers the opportunity to carry out the shopping, visiting and journey-to-work functions of the City while reducing the growing pressures on local streets and the inefficiencies which jeopardize the long-term stability of the community.

The center of such a system would be in the vicinity of the Business Triangle along Wilshire Boulevard. The primary orientation of an improved transportation system would be east-west, but a north-south orientation is also important and should be explored as to feasibility.

Depending upon the type of system used and supporting distribution network proposed for Beverly Hills, the Wilshire corridor may well extend to Santa Monica Boulevard. Since the railroad right-of-way is already the most available location for east-west transportation improvement, it should be reserved and held for this purpose by the State of California at such time as it is no longer required for railroad freight use.

Under no circumstance, however, should such right-of-way be used to improve the regional transportation network unless the mechanism for regional land use control as described, or an acceptable alternative, is in place and operative.

Until that time, such right-of-way should be made available on an interim basis for local and/or regional use, for such purposes as linear park, bikeways, jogging trails, or parking. In addition, it is necessary to consider the other local impacts, such as the visual and noise characteristics of any transit proposal. If the transit system is to be expanded beyond the existing bus system, it is important that it be integrated into the community so as not to provide more efficient transportation at the expense of environmental quality.

1.2 Beverly Hills Overview

This report was prepared in conjunction with the Department of Traffic & Parking. It inventories and analyzes the circulation and parking problems and issues facing Beverly Hills and recommends how they may be solved or mitigated. As an independent jurisdiction, Beverly Hills has legal control over virtually all

aspects of circulation within its boundaries: street widths, signalization, street geometrics, etc. The State regulates Santa Monica Boulevard, a State highway, and Beverly Hills shares control over certain signals and stop signs with adjoining jurisdictions, along the boundary of the City. Thus, at least in theory, the City, has the ability to control traffic and circulation problems via widening streets or resignalization or by developing additional roadways. While theoretically possible, such solutions tend not to be practical because Beverly Hills streets function in conjunction with the jurisdictions around it. Thus Beverly Hills does not have the scope of control required to mitigate all traffic and circulation problems. These reasons include the following:

1. The Location of Beverly Hills in the Wilshire Corridor. Beverly Hills is located along a densely developed part of the Wilshire Corridor and adjoins many heavily travelled areas whose vehicles routinely use Beverly Hills streets. These include Westwood Village/UCLA, Century City, West Hollywood and the Mid-Wilshire and Miracle Mile Districts. (See Map 1.) Of these, some must use Beverly Hills streets. (See Map 2.)

2. Beverly Hills is itself a significant traffic generator. Many vehicles are destined for or originate in Beverly Hills' residences, Business Triangle and other commercial or employment areas.

3. Beverly Hills' street pattern provides limited opportunities for all the trip-demands made upon it. The land was originally subdivided before the magnitude and complexity of today's traffic demands were evident. Since they were never designed for the heavy loads and the complex patterns of origins, destinations and turning movements, there is only a limited capability for adaptation.

4. A fully developed City such as Beverly Hills has conflicting needs. In many cases, "trade-offs" are required to solve or mitigate problems. This is inherent in any effort to adapt a mature community to newer technologies. The policy on the Beverly Hills Freeway is a good example: because of the environmental concessions required from adjacent residential areas as a result of its development, the City opposed the roadway even though its main purpose was to improve inter-City traffic flows, thus providing relief for a major circulation problem on Beverly Hills' streets. (See Map 3.)

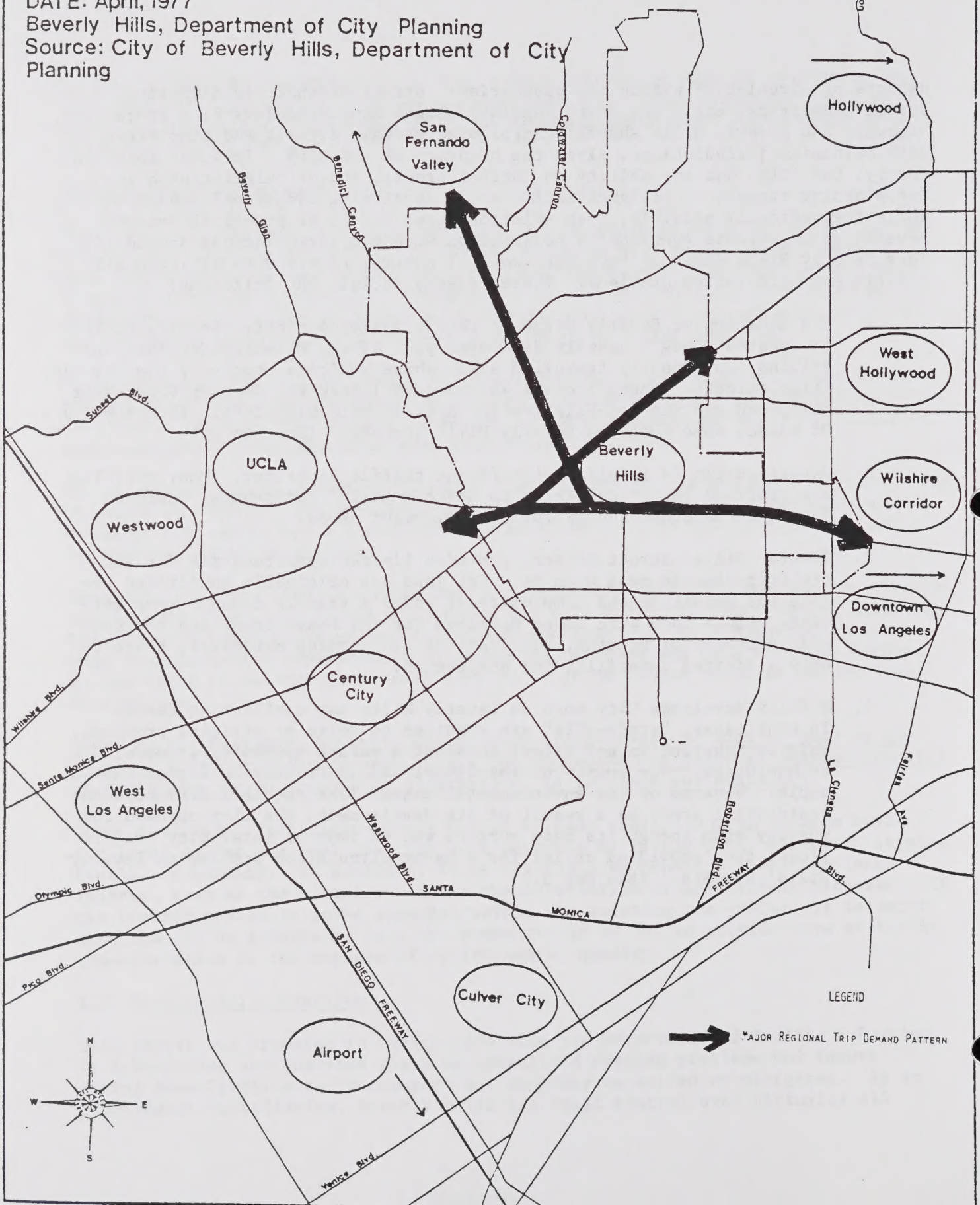
MAP 1

REGIONAL GENERATORS WHICH USE BEVERLY HILLS STREETS

DATE: April, 1977

Beverly Hills, Department of City Planning

Source: City of Beverly Hills, Department of City Planning



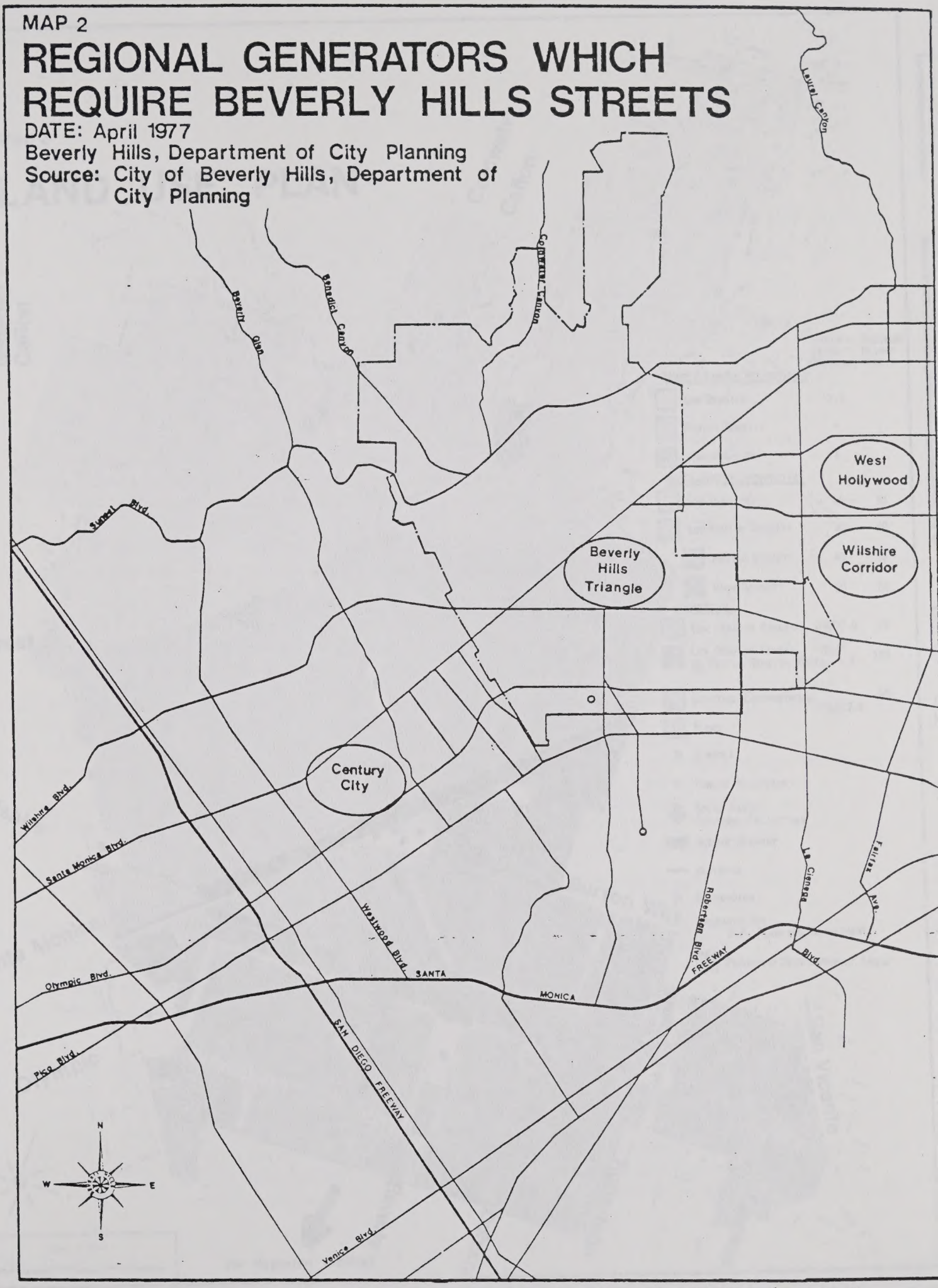
MAP 2

REGIONAL GENERATORS WHICH REQUIRE BEVERLY HILLS STREETS

DATE: April 1977

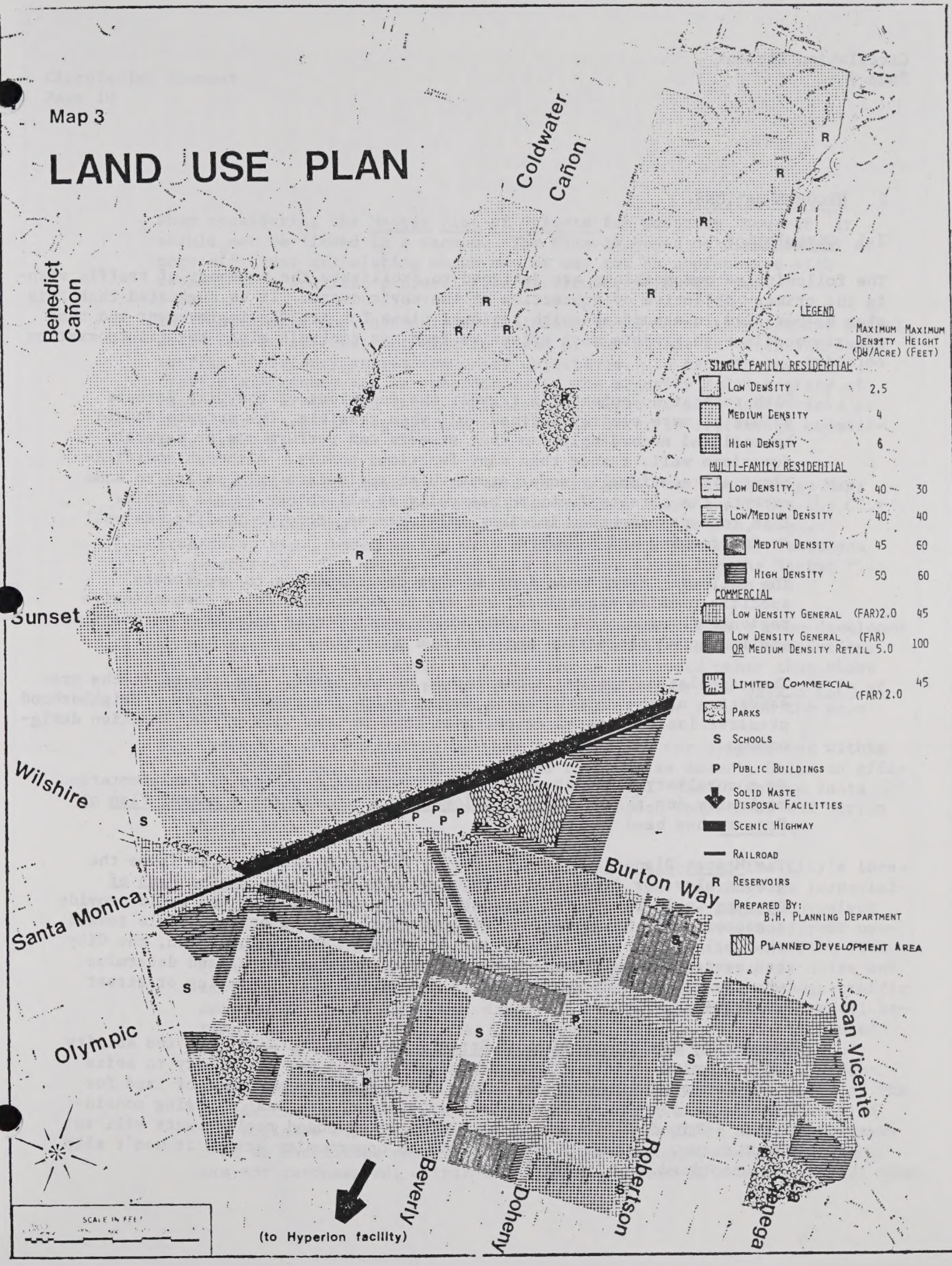
Beverly Hills, Department of City Planning

Source: City of Beverly Hills, Department of City Planning



Map 3

LAND USE PLAN



2. RECOMMENDATIONS.

2.1 Circulation.

The following recommendations are designed to facilitate the movement of traffic within the primary objective of protection of the environment. It is suggested that this plan be modified in accordance with regional plans for traffic improvement and that efforts continue to promote more effective land use controls along the transportation corridor.

1. With respect to automobile travel, the functions of the City Streets should be more clearly defined and, when possible, the streets should be modified accordingly, so that streets can perform one or several functions well, rather than many functions poorly. Although modifications are continually under study which articulate this policy to some extent, the streets function basically as all things to all people. This includes parking, loading, local access, through traffic, as well as for jogging and bikeways.

   The following recommendations address opportunities to ameliorate specific problem situations, but are no substitute for a comprehensive regional transportation program which concurrently addresses circulation, environmental protection and land use controls.

   The circulation system is one aspect of the issue. The second is the preservation of the neighborhoods around which the traffic flows. Neighborhood preservation, discussed below, goes hand-in-hand with street function designation.

   As a corollary document which would represent one type of implementation mechanism for the Circulation Element, a proposal for a Master Plan of Streets has been prepared.

   The Master Plan of Streets is one of the tools necessary to frame the groundrules for future development of the City. The Master Plan of Streets would be adopted separately as a Specific Plan and would provide a context for the evaluation of individual development proposals toward the goal of a more efficient street system. With such a plan, the City can review a development proposal for a specific parcel and determine whether or not additional land is needed for alley widening or street realignment.

   Secondly, the Master Plan of Streets provides the City with the ability to recognize opportunities as they arise, and the capability to seize these opportunities in the form of dedication or purchase of land for public purpose at such time as a development proposal is being considered. This does not mean that all major proposed realignments will in fact occur, but simply that, should an opportunity arise, it won't slip by unnoticed.

When considering the Master Plan of Streets for adoption, however, it should not be viewed in a vacuum. The Plan is based on a philosophy of more efficient circulation which may or may not be appropriate with respect to a specific proposal at a particular point in time.

The realignment must not only be evaluated in terms of the specific parcel which may be severed, but also in terms of the extent to which increased traffic efficiency serves community objectives. In certain instances, traffic efficiency may be subordinate to the sanctity and integrity of residential areas. In these instances, it might be more appropriate to implement a traffic segregation proposal in order to discourage undesirable traffic.

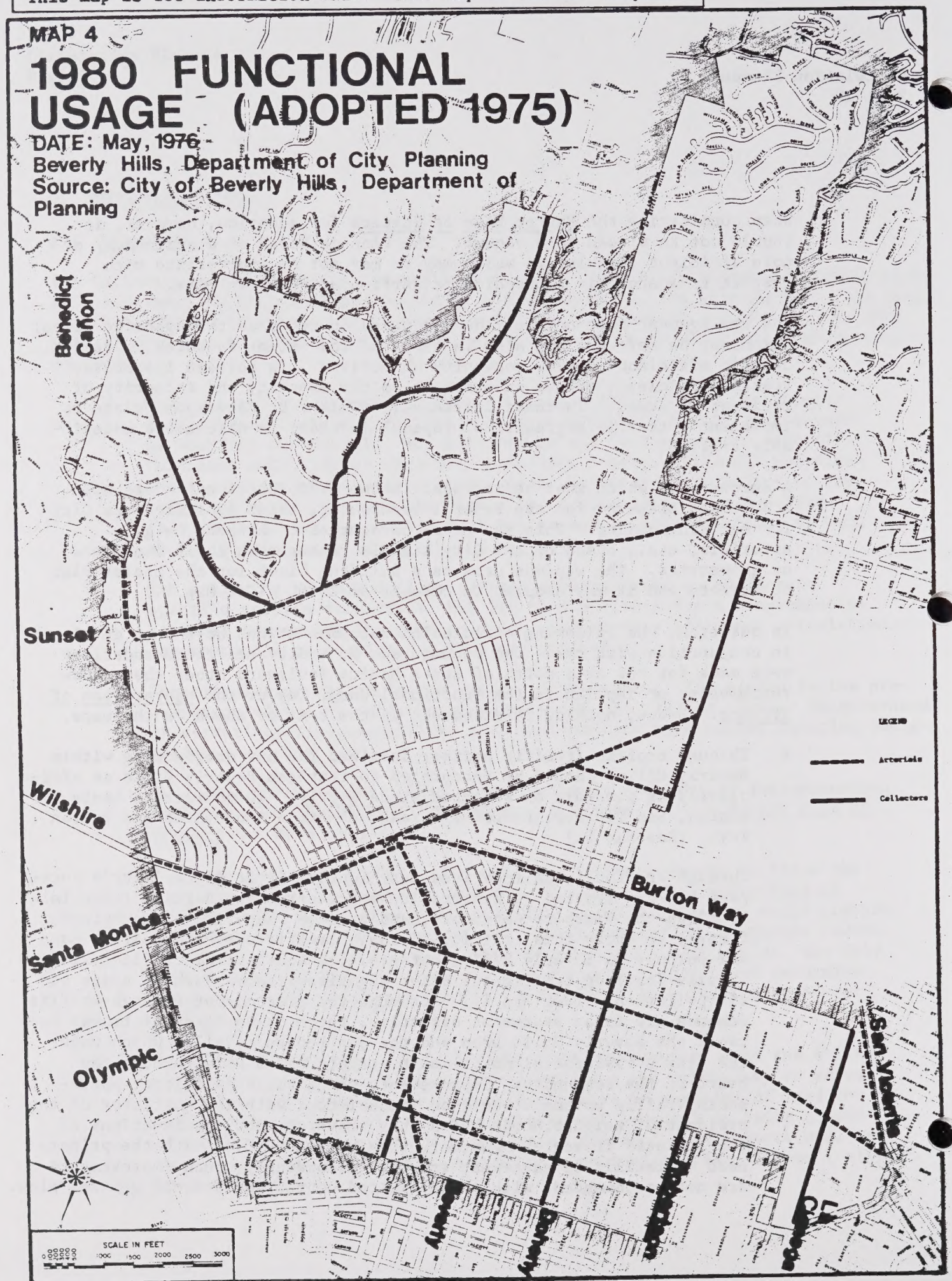
A second tool which must be included is the 1995 Functional Usage Map, a document prepared for the Federal Government, which qualifies the City for certain funding. This map cited categories of streets, e.g., arterials, etc., based on the City's goals rather than their functions or geometrics. The map was used as a building block for the Master Plan of Streets and it was adopted in October of 1975. (See Map 4.)

In addition, the following circulation recommendations have been developed in conjunction with these two documents. No additional recommendations were made for the area north of Santa Monica Boulevard other than those recommended or implied in the Functional Usage Map or the Master Plan of Streets. Hence, nothing is discussed in the text or shown on the maps.

a. Through traffic (traffic neither destined for nor originating within Beverly Hills) should be encouraged to traverse Beverly Hills as efficiently as possible on selected streets only. These include Santa Monica, San Vicente, La Cienega, and Robertson Boulevards and Burton Way. (See Map 5.)

   Through traffic is an inherited function by virtue of the City's location between traffic generators in West-Central Los Angeles (especially along the Wilshire Corridor), and because there is no convenient freeway to carry this traffic. Through traffic serves no direct useful purpose to Beverly Hills, but produces substantial conflict with locally destined traffic and other negative impacts such as noise and air pollution. (See Map 1.) Although the predominant through-traffic demands are in an east-west direction, there is substantial travel between the Beverly Hills area and the San Fernando Valley which uses the City's residential north-south streets which pass through the heart of the community. Improvements which would facilitate north-south traffic movement would be inconsistent with the character of the residential neighborhoods which they traverse, and the functions of the Business Triangle. Further, they would conflict with the primary need to facilitate east-west travel. Accordingly, such improvements are not recommended, within the limited context of a local general plan.

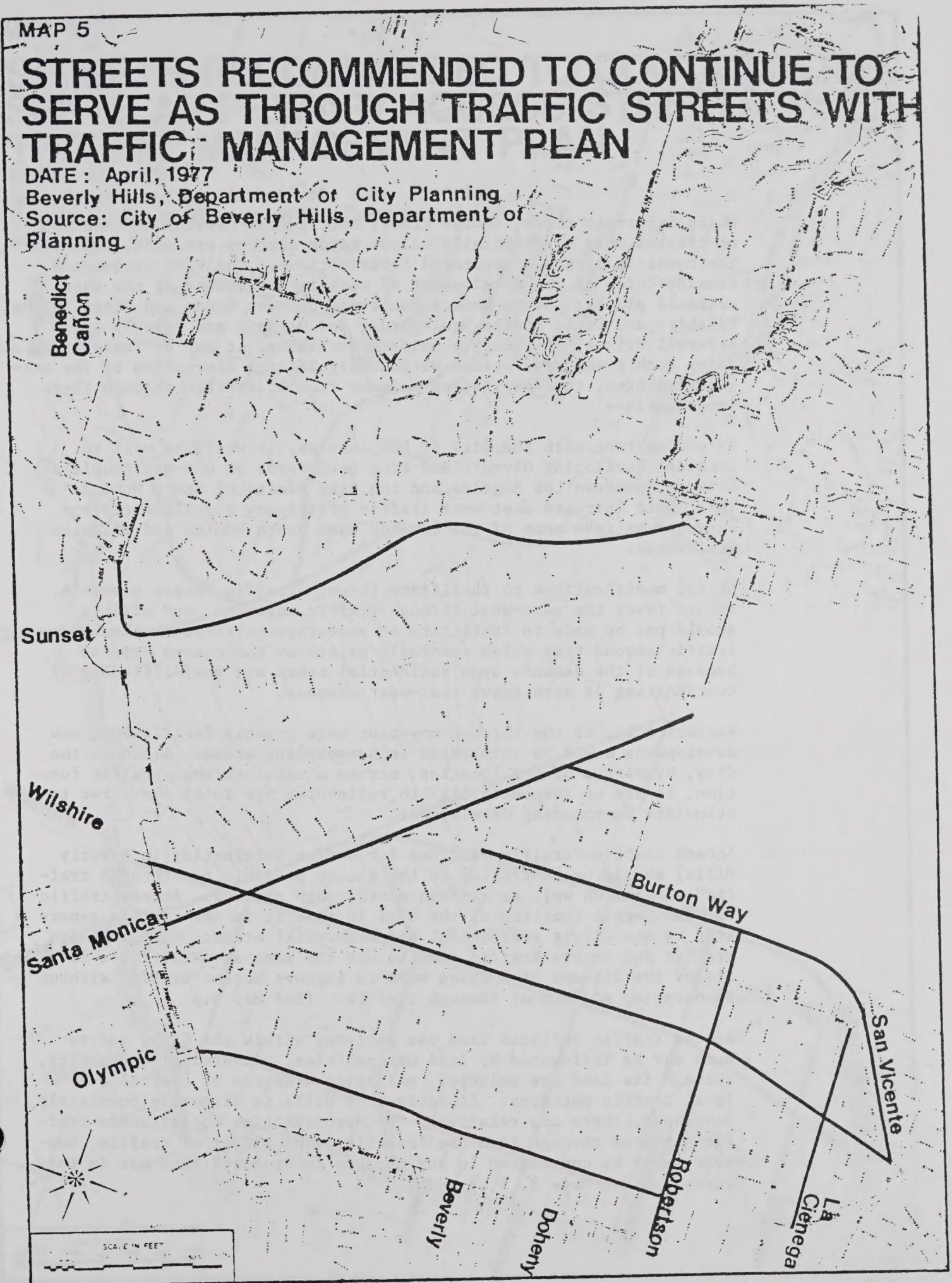
This map is for information ONLY. This map is NOT for adoption.



MAP 5

STREETS RECOMMENDED TO CONTINUE TO SERVE AS THROUGH TRAFFIC STREETS WITH TRAFFIC MANAGEMENT PLAN

DATE: April, 1977
Beverly Hills, Department of City Planning
Source: City of Beverly Hills, Department of Planning



Where important travel routes cross, bottlenecks develop. These can be treated only superficially unless major changes are made, such as the creation of grade-separated intersections. The Plan recommends consideration of the development of such intersections at the most critical places: Santa Monica Boulevard between Rodeo and Canon Drives, Wilshire and Santa Monica Boulevards, and Olympic and Beverly and Beverwil Drives. Although a major undertaking, it may be feasible to develop such grade separations without significant disruption to the surrounding area, thus permitting a freer flow of traffic through these intersections.

In cooperation with the City of Los Angeles, it would be well to consider developing Olympic and Pico Boulevards as one-way couplets between Downtown Los Angeles and the City Limits of Santa Monica. This would increase east-west traffic efficiency significantly and serve to relieve some of the demands upon Santa Monica and Wilshire Boulevards.

Street modifications to facilitate through traffic, where possible, should favor the east-west through-traffic movement, and efforts should not be made to facilitate or encourage north-south through traffic beyond that which currently exists on the canyon streets because of the demands upon residential areas and the difficulty of coordinating it with heavy east-west demands.

Historically, if the through movement were greatly facilitated, new development would be stimulated in surrounding areas. Although the City, by virtue of its location, serves a vital through-traffic function, it has no responsibility to relinquish its local character to stimulate surrounding development.

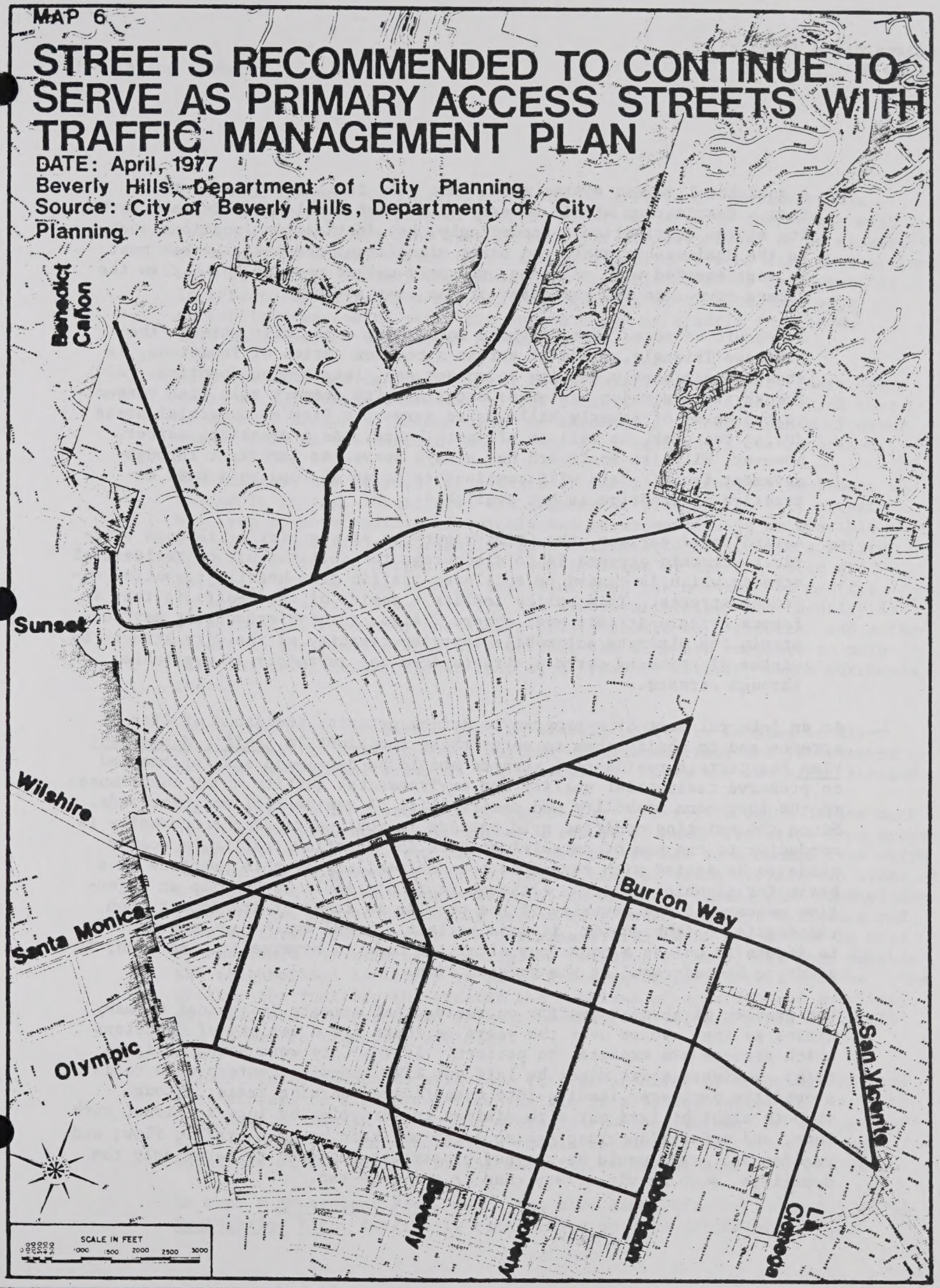
b. Access traffic (traffic destined for and/or originating in Beverly Hills) should be restricted to the extent possible to "through traffic" streets as well as certain north-south streets. Access traffic is an integral function of the City in that it is the traffic generated by the City's residential and commercial areas. Since through traffic and access traffic tend to use the same streets, there is always the dilemma of seeking ways to improve access traffic without encouraging additional through traffic. (See Map 6.)

Access traffic reflects land use patterns within the City, and as such may be influenced by land use policies. Accordingly, the City, through its land use policies, maintains a degree of control over local traffic patterns. Since Beverly Hills is virtually completely developed, there are relatively few opportunities to influence traffic patterns through land use controls. The effect of traffic, however, must be considered in any changes in proposed land use in the future. (See Maps 3, 5, 6 and 7.)

MAP 6

STREETS RECOMMENDED TO CONTINUE TO SERVE AS PRIMARY ACCESS STREETS WITH TRAFFIC MANAGEMENT PLAN

DATE: April, 1977
Beverly Hills, Department of City Planning
Source: City of Beverly Hills, Department of City Planning



A good local access system should not only facilitate travel to or from a destination within Beverly Hills, but should provide easy parking at the destination. Accordingly, key destination locations such as the Business Triangle and other significant commercial areas must be supplemented with adequate, properly marked parking which ties the access routes to the perimeter of the destinations.

It should be noted that Wilshire Boulevard, especially through the Business Triangle, where it serves a complex series of functions, is shown predominantly serving an access and distribution function. Although it is a major east-west arterial, its primary role with respect to the needs of Beverly Hills is to serve the City's commercial areas during the peak, as well as off-peak hours. As a practical matter, however, Wilshire Boulevard has always served an important through-movement function and will continue to do so as long as a more attractive alternative is not available.

c. As indicated earlier, the primary purpose of restricting through traffic to certain streets is to discourage the inflated use of residential streets which is caused by spillover traffic from heavily travelled adjacent streets. This policy implies a series of trade-offs in that it favors certain streets over others. Also, to some extent, it may constrain the ultimate automobile-carrying capacity of the City streets by virtue of removing certain streets from the inventory of available through streets.

2. As an integral part of a program to define priority functions of City streets and to modify them to serve these functions, a Traffic Management Plan for certain residential streets should be developed and implemented to preserve residential quality and environmental quality which contributes to the long-term stability and desirability of residential neighborhoods. Since the existing modified grid pattern in most parts of the community is conducive to the use of parallel streets for overflow traffic, a policy needs to be stated with regard to the desirability of this practice as a basis for planning policy. Although it is difficult to develop an objective measure of the severity of the problem in terms of its impact upon residential neighborhoods, it does reflect a trend which can be expected to intensify unless a conscious effort is made to reverse it. As such, it needs to be addressed at the present time.

The problem of through traffic on residential streets is typical of many cities as they evolve over the years as there are a variety of functions which streets are expected to perform. If the City were being designed today, business areas might be laid out like shopping centers with roads around the perimeter leading into consolidated parking areas; through streets might be laid out with minimum interruption by intersections, curb cuts, and pedestrian crossings so as to maintain maximum traffic flow; and, residential areas would be reached by streets designed to serve only the dwellings, such as via a loop road or a cul-de-sac.

This would result in a differentiation of traffic by characteristic types so that the purpose of traffic within an area is compatible with the character of the area through which it passes. Thus, it is necessary to study the street system which exists and find ways to make this system more accurately reflect the priorities and objectives of the community. In effect, Beverly Hills has only one network of streets, and each street is expected to serve the entire range of traffic functions, from local access to through movement.

Although this has implicitly been the priority in the past, there seems to be an increasing awareness of the futility and sacrifice which must be made by trying to accommodate the automobile at the expense of other values such as the sanctity and safety of a residential neighborhood.

Accordingly, the proposal represents a conscious effort to implement a change in policy. Until now, the primary purpose of the City streets has been to move traffic as quickly and as expeditiously as possible. The proposed traffic segregation plan attempts to articulate a policy which says that in certain areas, preservation of the character and integrity of the area is more important than the movement of traffic through the area. Beverly Hills has always maintained its identity as a residential community and such a policy should be reinforced and articulated in the plans of the City so that the City can continue to maintain the quiet neighborhoods insulated from the activity which surrounds them.

Hence, the Plan recommends that an overall policy be adopted to discourage through traffic which neither originates from, nor is destined for the residential areas of the Community. There are two basic reasons.

First, traffic is disruptive to residential lifestyles which derive much of their neighborhood character as a result of their isolation from extraneous intrusions and from the fact that the street is a common area which unifies the neighborhood, rather than a barrier which divides two sides of a street. A typical example is a cul-de-sac in a residential subdivision in which the street frequently serves as a paved area for ballgames and wheeled toys. The greater the casualness with which the street is used by residents for walking, meeting, or children's games, the more durable the neighborhood is likely to be as a desirable residential enclave. The greater the traffic, the greater the problems of security and anonymity, as residents are forced to retreat to their individual yards and yield the street to transient vehicles.

Second, any attempts to alleviate traffic problems by allowing more and more streets to siphon overflow traffic is a losing battle unless basic changes are made in the region's transportation system. At the present time, therefore, no concessions should be made to provide short-term solutions at the expense of the sanctity of residential neighborhoods.

In such a Management Plan, which has also been referred to as a Traffic Segregation Plan, traffic is categorized by type (different origins

and destinations) and then diverted accordingly, so that local streets serve primarily local access traffic, while medium and long haul traffic is carried by major streets and boulevards.

There are various types of management schemes which vary according to the degree to which through traffic is to be discouraged. If local streets were to be used exclusively for access traffic, a scheme of cul-de-sacs and loop streets would make it impossible for nonresidential traffic to travel through the area. On the other hand, if through traffic were not likely to be a significant threat to a neighborhood, a scheme of traffic diverters could be devised which would discourage, but not preclude, through traffic.

For the purposes of the Plan, there are three degrees of traffic management concepts which can be achieved. The applicability of a particular type to any given situation depends upon the severity of the problem, the adaptability of the specific neighborhood to any particular solution and the effect such a solution would have on adjacent through streets. In actuality, they are all variations on a basic scheme. (See Map 8.)

a. A complete traffic management solution, in which all through traffic would be limited only to streets which circumvent proscribed neighborhoods. Local traffic could only gain access from one side of the neighborhood and thus there would be no possibility of through traffic. An example is a neighborhood with only cul-de-sac streets.

b. A traffic disruption solution which combines the closure of certain streets using cul-de-sacs and some traffic diverters to disrupt other traffic routes. This solution might be applicable to neighborhoods in which through traffic is an annoyance rather than a pressing problem and would not necessarily eliminate through traffic but would tend to discourage through traffic.

c. A traffic diversion solution in which traffic diverters would be installed to impede through traffic flows but not to preclude through traffic. Through traffic would be possible and access from all sides would be available to residents, but it would discourage unnecessary travel in the area.

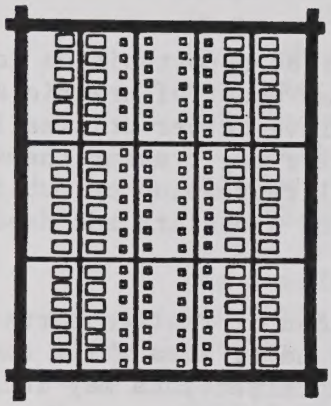
Obviously, a Traffic Management Plan is designed to put bypass traffic back on the main streets, and as such, would place additional strain on certain streets. Some of these streets may require modifications to accommodate increased loads and while certain problems may be mitigated, it is not likely that through traffic problems will be eliminated. It must be reemphasized, however, that the primary purpose of a Traffic Management Plan is not to facilitate the passage of vehicles, but to enhance, preserve, and protect residential neighborhoods.

MAP 8

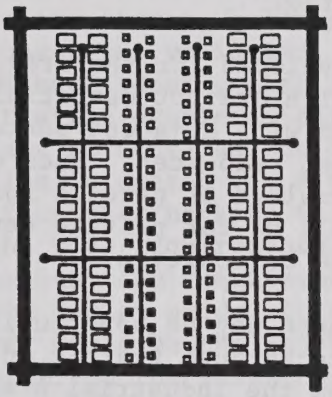
TYPES OF TRAFFIC MANAGEMENT SYSTEMS

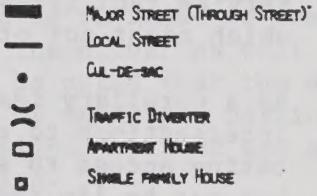
DATE: April, 1977
Beverly Hills, Department of City Planning
Source: City of Beverly Hills, Department of City Planning

Existing System

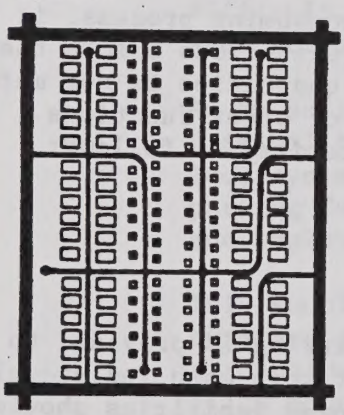


Complete Traffic Management System

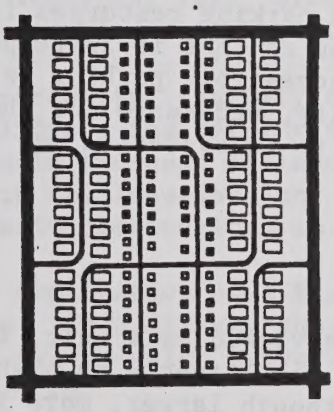




Traffic Disruption System



Traffic Diversion System



Source: Department of City Planning, April, 1977.

If a Traffic Management Plan were implemented which restricted the use of certain streets so that fewer streets would carry through traffic now being carried by many, it would probably be necessary to reinforce the program with certain modifications in order to compensate for the loss of available streets. The magnitude of change cannot be determined until a specific type of Traffic Management Plan is selected.

3. As detailed plans are developed for the area, there may be opportunities to close certain streets which are not essential for the movement of traffic and which can be consolidated with adjacent parcels to achieve better utilization and design of limited land resources. Such opportunities may present themselves with respect to the assemblage of parcels for municipal recreation or public service facilities as well as for private development of a quality and design which might not otherwise be achieved.

4. As a corollary issue, there may be opportunities to widen or realign certain intersections to expedite through traffic in the surrounding area while facilitating access to and from the Industrial Area. Such intersections may include, but not be limited to, study of the Rexford Drive-Alpine Drive-Burton Way intersection. Study of such intersections should consider the broader range of City goals, such as the Traffic Management Plan or open space objectives, before any decisions are made to improve street intersections.

2.2 Parking.

Since the development of new parking resources is a time consuming process, it is important to set it in motion so that it is responsive to situations before they are of crisis proportions; accessible parking in adequate quantities is not merely a convenience; it is a utility, necessary for the support of other functions. The types of parking which need to be addressed may be characterized as follows:

1. Commercial Areas.

   a. Business Triangle.

      This area should be viewed as a unit, in which parking is provided to conveniently serve the Triangle as a whole rather than each individual use within it. Although larger, more intensely used facilities should be required to provide their own parking, smaller facilities should be encouraged to provide some or all of their parking in centrally located parking facilities toward which individual commercial establishments contribute via an in-lieu program or on an assessment basis. The City would then assume the responsibility to develop these common facilities, so that they are strategically located to minimize vehicle travel in the Triangle and are convenient to commercial destinations, and are capable of expansion, so as to serve long-term needs.

      Several detailed plans for expanded parking facilities have been developed over the years. It would be appropriate to update these into a specific program for future acquisition and expansion, as needed. This should include consideration of acquisition and possible leaseback for commercial purposes

so that such parcels may be available as long as 25 years before they are needed.

An important ancillary problem is the issue of parking confusion and frustration which results from having many different types of parking (e.g., on-street, behind stores, below grade, above grade, surface lots, short-term, long-term, validated, not validated) and the driver must seek parking without knowing what is most suitable or available. This increases the traffic problems, through unnecessary cruising, and frustration levels are exceeded as the driver goes through a random process of elimination in search for a parking space. This is further exacerbated by the fact that parking facilities are not always obvious to the driver and the sign requirements should be reviewed to see if the standards in use meet the requirements of the driver as well as they serve the pedestrian. As an aside, it should be noted that the all-day parker, if permitted, would be the major user of municipal parking facilities. This is due partly to the advantage the all-day parker has as a result of familiarity with the parking situation.

The overriding short-range concern, therefore, should be refinement of the complex parking situation so that it is simple and easily comprehensible to the short-term visitor, who is not concerned with the subtleties of parking, but needs to be able to easily drive to the Triangle and park without having to give careful thought in advance. This is a difficult, but most important task, since in absolute numbers, there are substantial existing parking opportunities available.

As an additional opportunity, the City should continue to investigate the feasibility of simplifying the parking system by developing a shuttle loop system which would increase reliance upon a few well-identified parking facilities in key locations and carry visitors, both shoppers and employees, to their destinations in the Business Triangle.

This should include exploration of a fixed guideway system, as well as a bus-type alternative. In addition, the desirability and feasibility of a jointly-developed system which serves both Century City and Beverly Hills should be explored.

The ultimate objective of a functional parking program for Beverly Hills is simplicity. The shopper should be able to comprehend the system without having to learn the details and subtleties in order for the system to work.

Several guidelines may be useful:

1). Destination parking, (e.g. "parking for Rodeo," or "parking for Camden," etc.) should be pre-identified, such as is done at Los Angeles International Airport, and then the driver should be guided to destination parking by means of a simple, clearly visible system.

2). Parking should be uniformly administered, (ideally at no direct cost to the consumer) either through total participation in a validation program, or through an assessment-type charge to businesses.

3). Curbside parking should be the City's basic high-turnover, short-term parking resource. Such parking is required in virtually all commercial areas for drop-offs or pickups. If all curbside parking were short-term, it would simplify the distinction between the purpose of on-street and off-street parking.

4). Other operational considerations which serve both to simplify the parking situation and increase the utilization of off-street parking facilities for shoppers and visitors, such as valet or attendant parking should be available on a sub-area basis for all stores in these areas rather than on an individual store basis in those areas in which it will be used.

5). Efforts to increase the utilization of existing parking facilities for customer parking will result in continual displacement of employee parking from centrally located facilities. The lots along Crescent Drive are currently the basic holding reservoir which can be made available for employee vehicles. It is necessary, therefore, to explore expansion programs which may utilize the Crescent Drive lots as well as other parking facilities which may be accessible to other sections of commercial areas where this may become a problem, and to develop methods to transport employees to job destinations as needed.

b. Other Commercial Areas.

There will always be the problem of spillover parking onto adjacent residential areas as long as on-street parking in these areas represents a cheaper, readily accessible, alternative. This problem also exists with respect to intensely developed uses outside the City which abut the City's boundaries.

Generally speaking, all-day parkers are more resourceful than short-term parkers, as they tend to know the area better and are willing to walk farther.

The best solution, of course, is adequate, easily accessible on-site parking at minimal or no out-of-pocket cost to the all-day parker. To the extent this can be encouraged, it would alleviate the problem. Since this alternative is frequently not available, it must be supplemented with additional parking facilities, which the City may initiate, using such devices as assessment or in-lieu sub-districts, and through regulations which discourage on-street parking in residential areas.

In addition, the use of a traffic segregation program in these areas could reduce the convenience and accessibility of on-street parking in residential areas.

2. Residential Areas.

Certain older multiple-family residential areas (and to a lesser extent, older single-family neighborhoods south of Santa Monica Boulevard) are not able to accommodate parking on the site the residence is located. The response to this situation has been to identify these areas and to permit overnight on-street parking. It may also be appropriate to explore the possibility of acquiring occasional parcels within these areas for centrally located parking for residents and their guests, and financing the cost and operation using such devices as assessment sub-districts. This alternative should be explored for feasibility as well as for a determination of how such sites can be designed and lighted so that they may be integrated into the surrounding areas.

3. Covenant Parking.

The current practice to permitting off-site parking under certain conditions, that is, parking on a site other than the site upon which the facility requiring the parking is located, has been an additional resource over the years. During this period, a body of experience has been gained which indicated that infringements may make the program more effective. The basic weakness in a convenanted parking program is that when parking thus provided is not the most convenient alternative available, other more accessible parking becomes its parking resource.

The covenant parking system breaks down when parking thus provided is not the most convenient alternative available to the parker. In these cases, instead of using the covenenated parking, the visitor will use nearby residential street parking, cheaper private parking, or whatever alternative is more attractive.

It is recommended, therefore, that covenanted parking be designed so that it will be used, rather than merely be available for use. Criteria should recognize such factors as location of the use, type of use, relationship between the use site and parking site and whether or not on-street parking permits would be available to residents in certain areas.

2.3 Parking and Loading.

The City's Code requirements should be reviewed with respect to parking and loading requirements.

At the present time, the Code makes relatively few distinctions which recognize different parking demands of various uses. This has generally provided the desirable result of interchangeability among uses, so that when a commercial use vacates a structure, a different type of use may take over the structure.

A uniform parking requirement for similar uses is the most practical method for a code which requires on-site parking as it recognizes the practical difficulty of having to rebuild the structure to provide a different amount of parking each time the use changes.

There are, however, instances in which the parking demands of particular uses are vastly different and distinctions are necessary. Current codes already make distinctions for parking purposes among such uses as general commercial uses, restaurants and places of assembly, In addition, certain parking exemptions are provided for certain uses, such as restaurants with less than 1,000 square feet of floor area.

These internal adjustments within the Code have been effective, but the result has tended to be that certain types of uses breed similar uses as successors to the property, so as to qualify for "grandfathering" with respect to the parking requirement, while other uses are designed in accordance with the exemptions, so as not to have to provide parking.

This situation should be reevaluated so that land use decisions are made as a result of land use policies, rather than parking requirements.

There are several avenues available to achieve this objective:

a. In certain areas of the City where an In-Lieu Parking Program or an assessment district type of program might be available, it would no longer be necessary for constraints of on-site parking to dictate parking policy, and

b. If the City were to incorporate, as part of its zoning code, an activity classification system which groups land uses by similar characteristics, it would facilitate the control of land use types directly.

Current off-street loading requirements are determined by the size of the non-residential structure, with a minimum requirement of one loading space per structure. Although this assures that every new structure will have off-street loading facilities, the implication and the cumulative effect of such requirements should be evaluated.

In areas where small stores are concentrated, this requirement can consume a significant amount of grade-level sales area and further complicate circulation in the alley without adding a significant resource. Many deliveries are in fact multiple deliveries for which a delivery vehicle stops only once in an area and distrubutes to several stores using a handcart. In addition, many small loading docks become collection areas for trash and are another location for parked cars.

The underlying question is whether or not this is the most effective or efficient method for small stores and for the long-range function of the alleys. In some areas in which a series of small stores are deficient in individual loading facilities and are served with a common alley, the feasibility of consolidated loading facilities strategically located and reserved exclusively for loading, should be explored. In cases where this alternative is desirable, the individual loading requirement may not be needed if small stores were to rebuild. There may be no practical alternative to the current practice, but policy with respect to the future of alleys and the efficient utilization of sales area should not be unnecessarily constrained by loading requirements.

2.4. Role of the Alleys.

With the major exception of the area east of Robertson Boulevard and parts of the area north of Sunset Boulevard, the City is fully served by alleys which traverse midblock and provide rear service to the City's residential, commercial and industrial parcels. These alleys play an important and complex role in the structure of the City.

By virtue of serving as the primary network for utility locations, trash removal, loading and unloading facilities, alternate emergency access, they vastly simplify the function of the streets and permit a higher degree of efficiency and visual quality along the streets. They also provide an additional buffer between parcels so as to further insulate incompatible uses and development.

For the most part, the issues with respect to alleys are:

1. An ongoing upgrading and maintenance program which will assure that a rotation system for routine replacement and repair will avoid the need for major unforeseen capital outlays. (A similar program should be concurrently explored with respect to sidewalks.)

2. A program for widening and realignment of the alleys as recommended in the Master Plan of Streets Study. This proposal calls for dedication of additional alley right-of-way to better enable the alleys to serve their intended function. This is an important implementation tool which would serve as a development guide. Due to its specific nature, however, it should be adopted separately from the City's General Plan, and modified as specific circumstances dictate.

In commercial areas, however, there is the additional concern for alley relocation and/or closure, which may be desirable in conjunction with specific development proposals. As important as they are, the existence of the alleys should not preclude consideration of proposals which would alter them if satisfactory alternate services would be provided. In certain instances, development proposals which would utilize the alley may provide a type or

quality of development or access which better serves the City's objectives and as such, should be considered. Such development proposals might include alley closure which would permit unified development across an entire block or permit, safer street access, or use of the alley as part of a landscaped pedestrian plaza or mall, or relocation of an alley of a more functional arrangement of structures or possible consideration of the space above or below the alley for parking purposes.

2.5. Triangle Pedestrian Plan.

As a part of the forthcoming Business Triangle Precise Plan a preliminary proposed pedestrian system and pedestrian amenity concept plan has been developed for the Business Triangle.

1. Background

In the past, pedestrian systems within the Business Triangle have been explored, but never developed. The most comprehensive of these was described in the 1965 General Plan, and it was to be composed of three basic parts:

a. A superblock, free of vehicles, developed by closing the streets and alleys in the area generally bounded by a new street midblock between "Little" Santa Monica Boulevard and Brighton Way, Canon Drive, Dayton Way, and Rodeo Drive.

b. Pedestrian plazas (with underground parking) created on the two Triangle blocks along Wilshire Boulevard: one at Rodeo Drive and Dayton Way and a second at Bedford Drive and Brighton Way.

c. Portions of several streets or alleys or parking lots were to be closed and developed into pedestrianways, including Brighton Way between Crescent and Canon Drives, and "Little" Santa Monica Boulevard between Crescent and (approximately) Beverly Drives.

In 1973, the Citizens Report proposed the development of "pedestrian amenities" such as street closures or widening and enhancement of sidewalks. No specific plan was developed by the citizens although they did state that the entire area should be developed similarly and not in a piecemeal manner.

2. Proposal.

The goals of the proposal are twofold. The first is to develop a more pleasant, safer environment for the pedestrian and the second is to lessen walking distances between parking facility and destination.

The type of solution proposed in 1965 represents an ultimate or ideal design for a pedestrian-centered shopping plaza. It would probably have been how the

"village center" was designed if it were planned as a regional shopping complex from the beginning. In order for such a design to work, it must be designed for a continuous flow of pedestrian traffic, easy access to parking and well served with a network of surrounding access roads. Unfortunately, existing development patterns serve other, equally important needs which are mutually exclusive. Accordingly, if a plan such as was proposed in the previous General Plan were to be achieved, it could only be in stages which are carefully phased to solve the problems of through traffic which requires the streets of the Business Triangle, access traffic which uses the streets to reach parking destinations, problems of through traffic which requires the streets of the Business Triangle, access traffic which uses the streets to reach parking destinations, service and delivery vehicles and similar needs. A first stage, however, which would greatly enhance pedestrian access and movement and which could be integrated into a total overall concept in the future is proposed as follows:

a. Alley conversions to pedestrian plazas should be encouraged in conjunction with rear entry to stores, but stores should retain their primary orientation toward the street. Several alleys are conducive to development as pedestrian plazas providing a second access to stores from the rear. An example is the alley between Rodeo and Beverly, Brighton Way and Santa Monica Boulevard. A showcase should be developed in a section of alley to demonstrate how such a facility could be imaginatively created which, through the use of such amenities as paving bricks, landscaping, new facades to the rear, sitting and display areas, would provide an alternative to the typical street frontage. These would then function as quiet areas, conducive to such activities as outdoor music or dance performance, art exhibits and children's play, which would complement and enhance the spirit of the area.

b. Sidewalks should provide the basic network to carry pedestrian traffic. Sidewalks should continue to carry most pedestrian traffic since they provide the network which serves the entire Triangle and are sufficiently wide to accommodate foot traffic even at noon and at Christmastime.

   There are situations which tend to cause sidewalk congestion in Beverly Hills: 1) Clusters of newsracks which constrict the width of sidewalk available to pedestrians; and 2) construction sites wherein a part of the sidewalk is used for a barrier. The latter situation is temporary and is subject to control, while the first situation is discussed below in 3.

c. Pedestrian amenities should be developed and coordinated along the sidewalks to enhance the pedestrian trip. Presently, there are few pedestrian amenities other than storewindow displays and the liveliness generated by the presence of other shoppers. However, the pedestrian's journey could be vastly improved by the development of benches, extensive landscaping and by the improvement in appearance of newspaper racks, trash containers, and signs. Specifically:

1). Expansion of sidewalks in part to accommodate benches, plants, newsracks and trash containers. Although the City has taken measures to assure proper placement of newsracks, additional efforts to improve the quality of design should be pursued.

In addition, there may be opportunities to convert excess right-of-way which is currently in vehicular use, but which is not needed, to such pedestrian enclaves. In conjunction with the Master Plan for Streets, opportunities for such conversion may exist on the north side of Wilshire at such intersections as Crescent, Rodeo and Linden Drives.

Each unit would be integrated and would become a basic element of the street furniture, such as those now on State Street in Santa Barbara. They ought to be designed in a contemporary style befitting Beverly Hills as the Mexican motif of Santa Barbara is inappropriate for Beverly Hills.

2). In addition, the sign ordinance should be reviewed so as to unify the streetscape through compatible colors, height and typeface and should distinguish between signs to be viewed by pedestrians and drivers. The code might also consider the different character of individual streets and provide the opportunity to reinforce the unique qualities of each street.

d. Pedestrianways should be developed to shorten distances between parking facilities and commercial destinations. At the present time, important parking facilities are designed primarily to serve the streets upon which they face, and although they are conveniently located with respect to surrounding areas, access is not encouraged. Midblock pedestrianways should be attractively designed and spacious so they will be well used. In this manner, existing parking facilities become instantly accessible to stores on Rodeo which lack adequate parking. A survey of the Triangle indicates that there are several locations where meaningful pedestrianways could be developed now or in the near future.

In conjunction with this, a midblock pedestrian street crossing should be developed to encourage safer crossings and better use of the pedestrianways. Where possible, the crossing should be located in conjunction with pedestrian amenity sites which displace curbside parking, thereby lessening the pedestrians' walk in the street itself.

e. Encourage the private sector to increase pedestrian amenities in setbacks. Many opportunities exist on private property to develop pedestrian amenities (benches, landscaping, etc.) on privately owned open spaces such as those located on the northwest corners of Wilshire Boulevard and Crescent Drive, or on the grounds of the new Wells Fargo Bank

Building. It may be appropriate for a joint study effort between the Architectural Commission and the Chamber of Commerce to explore the feasibility of such a program.

f. Encourage development of interconnected pedestrianways and plaza-type spaces in conjunction with the private sector. The proposals contained in this plan should be reviewed as an initial step in the development of a larger network which joins commercial activities with parking facilities by expanding opportunities for outdoor activities and exhibits, children's play areas and sitting areas and the development of park-like settings of distinctive atmosphere.

   Coordinated design of individual structures should be encouraged through specific design concepts for subareas of the Business Triangle and opportunities for implementation should be explored using incentives, cooperation, regulation and any other mechanisms which can be made available.

   The City ought to encourage private developers to create pedestrianways on private property. The major way to achieve this goal is to establish a bonus system with advantages for them. However, it is unclear what the developer would receive in return. The route system would have to be coordinated by the City.

g. In the long run, it is desirable for the City to consider developing grade-separated pedestrian and vehicular circulation systems which do not conflict with each other. It may be appropriate to begin such a system at the more critical locations, such as across Wilshire Boulevard in the Business Triangle.

Scenic Highway

Scenic Highway

Note: On March 6, 1976, by Resolution No. 76-R-5426, the Beverly Hills City Council adopted pages 1 through 7 of this document.

SCENIC HIGHWAY ELEMENT ABSTRACT

1. Impetus for program: State requirement.

2. Existing Situation.

2.1. No "scenic highways" are designated or proposed to date by Beverly Hills, the State of California, or the U.S. Government.

2.2. Two Beverly Hills streets were adopted as "scenic highways" by the Los Angeles County: Sunset and Wilshire Boulevards (report not recommended for adoption by Beverly Hills).[1/]

3. Existing Municipal Policies: None.

4. Issues: None with the possible exception of Santa Monica Boulevard. No scenic corridor exists which could be said to be threatened by urban development or by projected road improvements.

5. Proposed Solutions.[2/]

5.1. Designate Santa Monica east of Wilshire Boulevard as a "scenic highway" as an additional opportunity to maintain City control over the street's width and alignment.

5.2. The County designation will have no effect on Beverly Hills since they have no jurisdiction over these roads. Accordingly, the County designation need not enter into the City's deliberations.

6. Environmental Impacts (i.e., impacts if Element were implemented.) An EIR was developed that concluded that there would be no significant impact.

1/ Los Angeles County Preliminary Scenic Highway Element. As a result of the recent court action (The Coalition for Los Angeles County Planning in the Public Interest vs. The Board of Supervisors of the County of Los Angeles), this adopted Scenic Highway Element has been at least temporarily voided.

2/ As with any specialized study, the recommendations must be considered in terms of their priorities relative to other municipal projects competing for the City's attention and financial resources.

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1. INTRODUCTION.

1.1. Purposes of Element.

The purpose of this State-required Element is to propose the development of scenic highways and to protect the scenic corridors through which they are located pursuant to the provisions of Article 2.5 of Chapter 2 of Division 1 of the Streets and Highways Code of the State of California. The Beverly Hills Scenic Highway Element follows the suggested format and is intended to fulfill the requirements of the State law. The applicability of this Element to built-up urban areas is limited and with few exceptions, the unique scenic qualities of Beverly Hills are better protected through other means.

1.2. Objectives of Element.

According to the State enabling legislation, the objective of the Element is to preserve and enhance aesthetic resources within scenic corridors so that travelers, both on foot or in vehicles, passing through these areas are afforded a pleasurable experience and are assured that the resource is protected for the future.

It is not the purpose of the scenic highway element in an urban setting to draw traffic to it, as this would be counterproductive. Further, although there is a unique character and quality to the residential and commercial streets of the City, it is believed that they should be protected through more appropriate and suitable regulatory devices.

2. PLAN.

There is no "problem" in Beverly Hills which requires a program of scenic highways as a solution. That is, there are no areas "threatened" by development of a highway, or by urban development, the impact of which could be minimized by the development of a scenic corridor study.

The County of Los Angeles has designated City streets as "scenic highways" in their Scenic Highway Element. Portions of two of them traverse Beverly Hills: Wilshire and Sunset Boulevards. The City will probably neither gain nor lose by proposed designations, and, therefore, no action in support or in opposition is suggested. (The Element does not propose that Beverly Hills designate these as scenic highways.)

The Scenic Highway Element requirement, however, can be useful to Beverly Hills. It may provide an additional opportunity to retain a voice in determining the future of Santa Monica Boulevard, and, therefore, it is recommended that the City designate Santa Monica Boulevard east of Wilshire Boulevard as a "scenic highway." The freeway proposed for this route is apparently dead, and there have been discussions by the State altering the roadway to allow better traffic flow. Therefore, designation of the route as a scenic highway, preparation of a corridor study (required next step), and development of standards for the roadway are timely. (See Map.)

Although there is no requirement that the State incorporate the City's objectives and plans into the State plan, it would be our intent to provide the State with input from the City to be considered in the development of the State plans. If the State were to adopt the City's designation and standards, then Santa Monica Boulevard would receive the protection of a scenic highway.

1/ The County cannot designate nonCounty roads as scenic highways.
2/ As a result of the recent court action (The Coalition for Los Angeles County Planning in the Public Interest vs. the Board of Supervisors of the County of Los Angeles), this adopted Scenic Highway Element has been at least temporarily voided.


MAP
SCENIC HIGHWAYS
DATE: April, 1975
Beverly Hills, Department of City Planning
Benedict Cañon
Coldwater Canon
Sunset
Wilshire
Santa Monica
Olympic
Burton Way
La Cienega
San Vicente
Beverly
Doheny
Robertson
SCALE IN FEET
0 500 1000 1500 2000 2500 3000

3. BACKGROUND DATA.

3.1. Existing Situation.

Two Beverly Hills streets have been designated as scenic highways by Los Angeles County in their Scenic Highway Element, adopted in November, 1974.* The County has no legal power to designate roads within incorporated cities. Thus, the action is only advisory. Local cities are not required to implement the policies and the Beverly Hills Element does not propose inclusion of the routes. These routes are:

a. County scenic highway number 61: Sunset Boulevard (entire length, between El Pueblo de Los Angeles State Historical Park and Pacific Coast Highway) and

b. County scenic highway number 62: Wilshire-San Vicente Boulevards (between El Pueblo de Los Angeles State Historical Park and Ocean Avenue via Flower, Temple, and Main Streets).

Both of these designations are in the "second priority" listings of the County, that is, they are in areas that require one or more of the following types of actions. Presumably, the following actions would be contemplated within the unincorporated areas.

a. Restoration of impaired aesthetic resources in designated scenic corridors,

b. Improved governmental commitment to State and local scenic highway programs,

c. Strengthening of the State Scenic Highway Program, and

d. Developing of a program for selected corridor studies included in the medium- and long-range action areas.

"Second priority" activities were originally anticipated to begin in about five years from program inception.*

According to a spokesperson, Los Angeles County designated Wilshire and Sunset Boulevards as scenic highways because they were "unique" and because the City of Los Angeles planned to propose similar designations in its Scenic Highway Element.

Coldwater Canon and Benedict Canon Drives are not now being considered for proposal as scenic highways in the City of Los Angeles Scenic Highway Element. No reason was given for this although it was noted that the Laurel Canyon and Sepulveda Pass would probably be proposed for designation by the City.

* Los Angeles County Preliminary Scenic Highway Element, October, 1974, page 31 ff. As a result of the recent court action (The Coalition for Los Angeles County Planning in the Public Interest vs. the Board of Supervisors of the County of Los Angeles), this adopted Scenic Highway Element has been at least temporarily voided.

3.2. Existing Policies.

At this time, there are no policies on scenic highways in Beverly Hills.

3.3 Standards.

No State standards have been developed to evaluate whether or not certain streets or corridors should be considered scenic; existing standards tend to be subjective and general. Most standards stress the preservation of rural or agrarian areas; however, some deal with urban development. The following section has been extracted from the Standards Section of the Los Angeles County Proposed Scenic Highway Element* and reflects criteria which may be useful to Beverly Hills in developing standards and criteria for the designation of scenic highways.

3.3.1. General.

Scenic highway criteria and standards are the means by which potential routes are evaluated and the suitability of specific implementation programs determined.

Criteria are generally non-quantitative rules, while standards are usually quantitative, or measurable.

The responsibility for establishing criteria and standards rests primarily with the local jurisdictions. The State has established general guidelines, but has left local government the task of developing and enforcing specific criteria and standards. Most of those relate to new freeways or major highways, and thus are not suitable to Beverly Hills:

- Identification and selection of candidate routes and establishment of study priorities,
- Guiding the delineation and evaluation of corridors,
- Judging the effectiveness of corridor protection programs and the design of roadways.

In Beverly Hills, Sunset Boulevard and Wilshire Boulevard represent corridors which have been defined by the County.

3.3.2. General Criteria for Route Selection.

Within the Scenic Highway Element three sets of criteria will be discussed. Criteria for the Selection of a System of Candidate Routes: The criteria used for determining routes to be shown on the Map are:

- Routes which traverse urban areas of scenic quality and interest and which may provide access to major recreation areas such as the Pacific Ocean; and
- Urban routes providing access to interesting and aesthetic man-made features, such as the Wilshire Corridor;
- Logical connectors or links between routes meeting the selection criteria ci-

* Los Angeles County Preliminary Scenic Highway Element, October, 1974, page 17 ff.

ted above are also considered eligible provided the particular connector contributes to the completion of a closed loop or system of routes. The inclusion of these connections is important to provide the viewer with a continuous network of interesting visual experiences.

4. GLOSSARY OF TERMS.*

Scenic corridor - the visible land area outside of the highway right-of-way which can be realistically subjected to protective land use controls.

Scenic highway - a road, in addition to its transportation function, that provides opportunities for enjoyment of natural and man-made scenic resources where aesthetic values are protected and enhanced.

Officially designated scenic highway - a State or County route whose scenic corridor protection program has been approved by the California Department of Transportation (CALTRANS); shown on official publications and posted with official "poppy signs."

Conservation

* Source: Los Angeles County Preliminary Scenic Highway Element, October, 1974, page 3.

Conservation

Note: On January 2, 1979, by Resolution No. 79-R-5936, the Beverly Hills City Council adopted pages 1 through 50 of this document.

CONSERVATION ELEMENT ABSTRACT

1. Impetus for Program: State Requirement.

2. Existing Situation.

2.1. There was no conservation element prior to this.

2.2. Many policies and laws exist in Beverly Hills related to subjects discussed in the Conservation Element, including oil extraction and landmark preservation. (See 3., below.)

3. Existing Municipal Policies.

3.1. Oil Extraction: Maximize oil production opportunities within strict environmental controls.

3.2. Water Conservation: Maintain an adequate supply of high quality water economically. Preserve and enhance Beverly Hills' capability to rely upon groundwater supplies.

3.3. Hillside Management and Flooding: Protect existing development and reduce the chances of future problems.

3.4. Landmark Preservation: Encourage preservation, also regeneration and redevelopment.

3.5. Solar Energy: Help conserve existing energy supplies and, if possible, encourage the development and use of new energy sources that have unlimited resources, such as solar energy.

4. Issues.

4.1. Oil Extraction: The growing demand for oil production vs. environmental concerns.

4.2. Water Conservation: Maintenance of the capability to provide stable and adequate supply of high quality water at a reasonable price. Development of a policy regarding water extraction and treatment plants.

4.3. Hillside Management and Flooding: Minor slippage in hillside areas and occasional flooding east of Le Doux Road.

4.4. Landmark Preservation: Conflict between the demand for change and the need to maintain historical conformity.

4.5. Solar Energy: Conservation of existing energy supplies and use of more efficient energy source, such as solar energy.

5. Proposed Solutions.

5.1. Oil Extraction: Permit continued operation on the high school site and new operation within the Industrial Area when redeveloped if it meets environmental and aesthetic controls.

5.2. Water Conservation: Maintain the existing water programs and policies in the near future. Initiate a study to determine when it would be an economic advantage of the City to produce and process its own water supplies to augment or replace Metropolitan Water District (MWD) water, based upon changing circumstances which may dramatically affect MWD water prices.

5.3. Hillside Management and Flooding: Require geologic reports in hillside areas and require implementation of recommendations. Encourage Los Angeles County Flood Control District to complete their eastern La Cienega bypass drainage improvement.

5.4. Landmark Preservation: Prepare a list of landmarks and recommend Council action.

5.5. Solar Energy: No recommendation at present. Staff should monitor the development of solar energy technology and recommend appropriate actions in the future.

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Program Flowchart Detail
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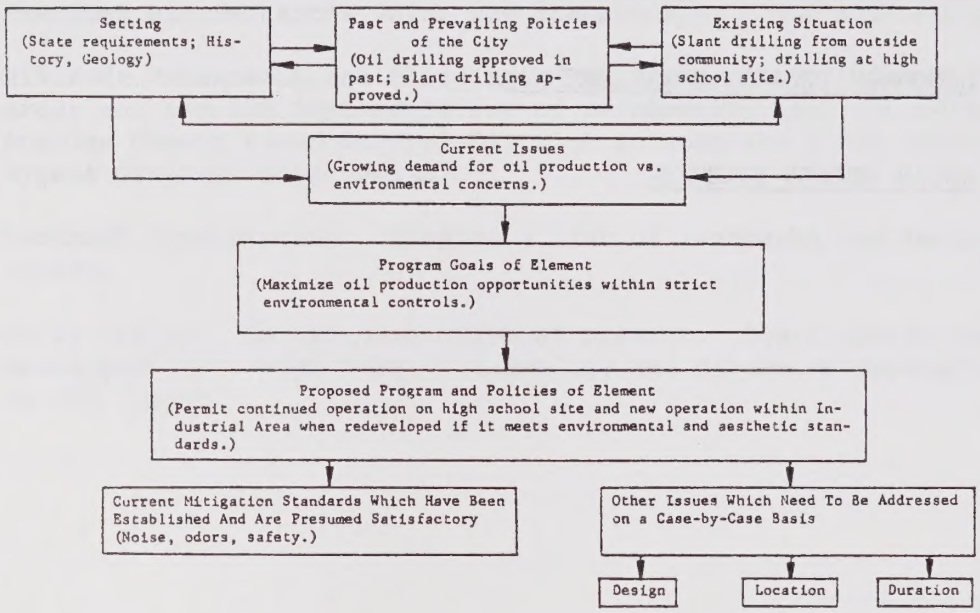
Conservation Element of the General Plan: Oil Extraction Section -- Program Flow Chart

City of Beverly Hills



Setting
(State requirements; History, Geology)

1. State requirements: California Government Code, Section 65302(d) requires a Conservation Element, as follows:

"A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city water agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared. The conservation element may also cover:

a. The reclamation of land and waters.

b. Flood control.

c. Prevention and control of the pollution of streams and other waters.

d. Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.

e. Prevention, control and correction of the erosion of soils, beaches and shores.

f. Protection of watersheds.

g. The location, quantity and quality of the rock, sand, and gravel resources."

2. Factors affecting oil extraction in the City:

a. There are two oil fields: the Salt Lake Field (southeast and east part of Beverly Hills), discovered in 1903; the Beverly Hills Oil Field (southwest part of Beverly Hills), discovered in 1906. Drilling continues today in both fields. The Salt Lake Field is slant drilled under Beverly Hills from Los Angeles. The Beverly Hills Oil Field is both slant drilled from Los Angeles and drilled directly from Beverly Hills.

b. Because oil fields are under the City and County of Los Angeles as well as the City of Beverly Hills, their administration becomes more complex. (Oil from under Beverly Hills has been slant drilled from adjoining jurisdictions except at Beverly Hills High School.)

c. Lack of comprehensive national, State, regional or County policy on oil extraction or conservation.

d. National and international demand for oil has increased significantly in recent years.

e. There are local demands for conservation of oil as a resource. (So far, this is less significant in Beverly Hills than d.)

f. Because of a concern for the environment, there has been a significant improvement in oil extraction methods: less odors, noise, fires, etc. Now, virtually all traditional oil extraction problems have been significantly reduced. The significant source of concern which has not demonstrated corollary improvement is the aesthetic quality of an oil drilling operation.

Past and Prevailing Policies
of the City
(Oil drilling approved in past;
slant drilling approved.)

1. Although there are procedures to apply for and operate an oil extraction operation after the necessary approvals, relatively few approvals for extraction sites within Beverly Hills have been given. In 1967, the reasons for this were clearly articulated:

   a. A site proposed for oil drilling was planned for use as a park in the 1967 adopted General Plan, and oil drilling and park uses were viewed as incompatible by the City Council.

   b. Operation was considered "incompatible" with the character of Beverly Hills, "no matter how housed, masked or disguised."

2. Oil drilling is allowed on the Beverly Hills High School site. This drilling can expand or be altered.

3. Slant drilling from outside Beverly Hills is allowable if operators are well known and reputable. (Policy articulated in mid-1960s.) (Beverly Hills must approve such drilling from outside the Beverly Hills City limits.)

   (In 1968, the City Council agreed to allow oil drilling in Beverly Hills near La Cienega and Olympic Boulevards, but the agreement did not specify aesthetic standards. However, there was a plan developed for the site which included an architectural rendering of the proposed appearance of the rig and site. It was to be 165 feet high; the rig was to be covered with acoustic wall panels and the site was to be surrounded by an architectural wall. The applicant never developed the site. Presumably, this drilling was agreed upon because of its isolated location relative to the City of Beverly Hills. Now, however, a La Cienega site would probably no longer be acceptable.)

Existing Situation
(Slant drilling from outside community; drilling at high school site.)

1. Oil Extraction in Beverly Hills.

   a. Operation.

      1) Currently in Operation.

         a) Under Beverly Hills from outside its borders via slant drilling.

            - Roxbury Park area (Atlantic Richfield Company) 154,000 barrels per year.

            - Southeast Beverly Hills (Standard Oil Company) 935,000 barrels per year.

            - South Central Beverly Hills (Occidental Petroleum Company) 837,000 barrels per year.

         b) On-Site: High School (Beverly Hills Oil Company) 14,000 barrels per year.

      2) Not now in operation. Industrial Area/Civic Center. A large pool is believed to exist which has not been tapped. It cannot be reached from the High School nor via slant drilling from Los Angeles. Standard Oil proposed site development in 1973 but was denied by City. (See policy section.)

   b. Standards which govern operation.

      1) State Public Resources Code, regarding:

         a) Proration (amount of oil, gas produced at any time).

         b) Well spacing.

         c) Pooling (joint extraction from one pool).

      2) Beverly Hills Municipal Code, regarding:

         a) Control over wells drilled prior to February 1968.

         b) Criterial for areas for exploratory drilling.

c) List of documents, local requirements for drilling, such as an EIR and an application for drilling.

3) Standards included in both 1. and 2., above.

a) Safety.

b) Subsidence.

c) Aesthetics.

d) Noise and vibrations.

e) Natural seepage.

f) Waste disposal (production of brine -- a waste -- has been a problem at Beverly Hills High School site).

c. Oil Revenues.

1) Existing.

a) To City: 1975-76: royalties, $34,617; leases, options, $43,362.

b) To Property Owners: Unknown.

2) Additional total revenue if Industrial Area/Civic Center site were developed (1973 estimate by Standard Oil Company for a 25 or 30 year period):

a) To City: $8,000,000.

b) To Property Owners: $15,000,000.

Current Issues
(Growing demand for oil production vs. environmental concerns.)

Impetus for Production

1. Demand for oil, especially domestic production.
2. Source of revenue for Beverly Hills.
3. Allow eligible property owners to realize revenues from leases.

Reasons to Restrict Production

1. Environmental protection.
2. Aesthetic disruption.

Program Goals of Element
(Maximize oil production opportunities within strict environmental controls.)

1. To protect the high quality residential and nonresidential environment of Beverly Hills so as to maintain the long-term stability of the community. The emphasis would be aesthetic and safety considerations.

2. To assure adequate environmental protection through the control of noise and vibrations, safety, odors, subsidence, etc.

3. To maximize the opportunities for oil extraction as a source of revenue for the City.*

4. To add to the domestic oil production capability in response to market demands and national goals.

5. To assure that any oil extraction activity will have minimal temporary as well as ongoing construction-related impacts. These impacts are of two types: off- and on-site. The on-site ones relate to the development of the derrick, well and supporting facilities on the production site itself. Off-site facilities include pipelines which must be laid to carry the oil out of the City.

* The 1977 oil production fee study conducted by the Beverly Hills Controller's Office concluded that oil production fees should be raised. Subsequently, they were increased. It also recommended that (1) there is no additional reason to change City taxing policies regarding oil and (2) if a new oil site were developed, new policies would not be needed nor desired. Taxes and fees are based on barrels over prescribed limits and on whether the well site is in Beverly Hills. As a property owner, the City accrues money via leases and royalty.

Proposed Program and Policies of Element
(Permit continued operation on High School site and new operation within Industrial Area when redeveloped if it meets environmental and aesthetic standards.)

Although it requires sensitive handling in an urban environment, most of the potential problems associated with oil production can be satisfactorily mitigated to acceptable standards with a reputable operation. This would need to be conclusively demonstrated for each specific project, presumably on the basis of an environmental impact report. These include the following. (As noted above, both the State and City have control over these factors.)

1. Noise and vibration.

2. Odors.

3. Traffic. (In Beverly Hills, extracted oil and gas would be required to be removed via pipelines, thereby restricting the traffic impacts mainly to the construction stages.)

4. Subsidence.

5. Safety (including fires).

6. Natural seepage.

7. Waste disposal.

There is, however, one problem which continues to play an important role in any discussions concerning oil extraction.

No site in Beverly Hills is ideally suited for oil extraction. The high quality residential and commercial development and the urbanized nature of the community are traditionally incompatible with oil derricks and oil extraction operations. In light of increasing importance of oil production and technological advances, but in recognition of current practical limitations, a program may be devised which would of necessity involve trade-offs, but mitigate the concerns to a point wherein oil extraction would be acceptable.

1. After drilling operation, a drilling derrick can be removed, but occasionally must be replaced for servicing. Thus, the traditional oil derrick would exist for limi

periods only. If the site were surrounded by an architecturally pleasing wall, the entire operation would be unobtrusive once the rig were gone, with the exception of views from above.

Under this concept, the following appearance-related standards are suggested: (Soundproofing standards, safety standards, etc., are specified in current agreements and are deemed adequate.)

a. The drilling derrick must be removed within three years unless the time is extended by the City Council. (The three-year time limit has been proposed before and appears to be reasonable.)

b. A rig may be temporarily replaced on the site for occasional repairs and servicing for specified, limited time periods to be approved by the City. (It is estimated that it will be between two weeks and two months every three or five years, although a precise figure is incalculable.)

c. An architecturally pleasing wall must be placed around the site. The wall must be approved by the City. (An example is at the Pico-Doheny oil site.)

d. Although the basic drilling derrick design will be unaffected, the oil drilling derrick must have an exterior color, pattern and texture which meets the Architectural Commission approval.

e. The shape of the covering of the drilling derrick should be determined by its location. The overriding goal of the shape is to minimize its presence on the horizon, although the Architectural Commission may recommend that in certain instances the rig be viewed as a distinctive architectural feature, such as a clock tower. Among the possibilities are the following:

- A wall which adheres to the shape of the drilling derrick and resembles a sleek trapezoid. (The Pico-Doheny well is like this.)

- A squared-off, possibly stepped back covering. (This was proposed for the La Cienega site.)

There are several locational considerations. Only a limited number of areas are geologically suited to the needs of the oil pool. These include the Industrial Area/Civic Center and the northeast part of the Business Triangle, but it would appear that the more practical opportunities for a site would be in the Civic Center-Industrial Area, especially if such operation were timed to dovetail with redevelopment of the area.

Although feasible under certain conditions on a smaller site, a one-half to one-third acre site is desirable. Within these limitations, the following is possible:

a. A drilling derrick could be designed as an office tower and placed near existing office structures. This location would not alter the general character of the Beverly Hills skyline, but would probably be in excess of 100 feet in height. Since it would not in fact be an office structure, it would have the advantage of producing revenue without producing traffic and other externalities associated with commercial use. Such an operation would be justified only if a substantial number of wells were to be drilled and as such would tend to be a permanent structure. For these reasons, it would appear to be an unlikely alternative, especially anywhere in the Triangle or adjacent residential areas.

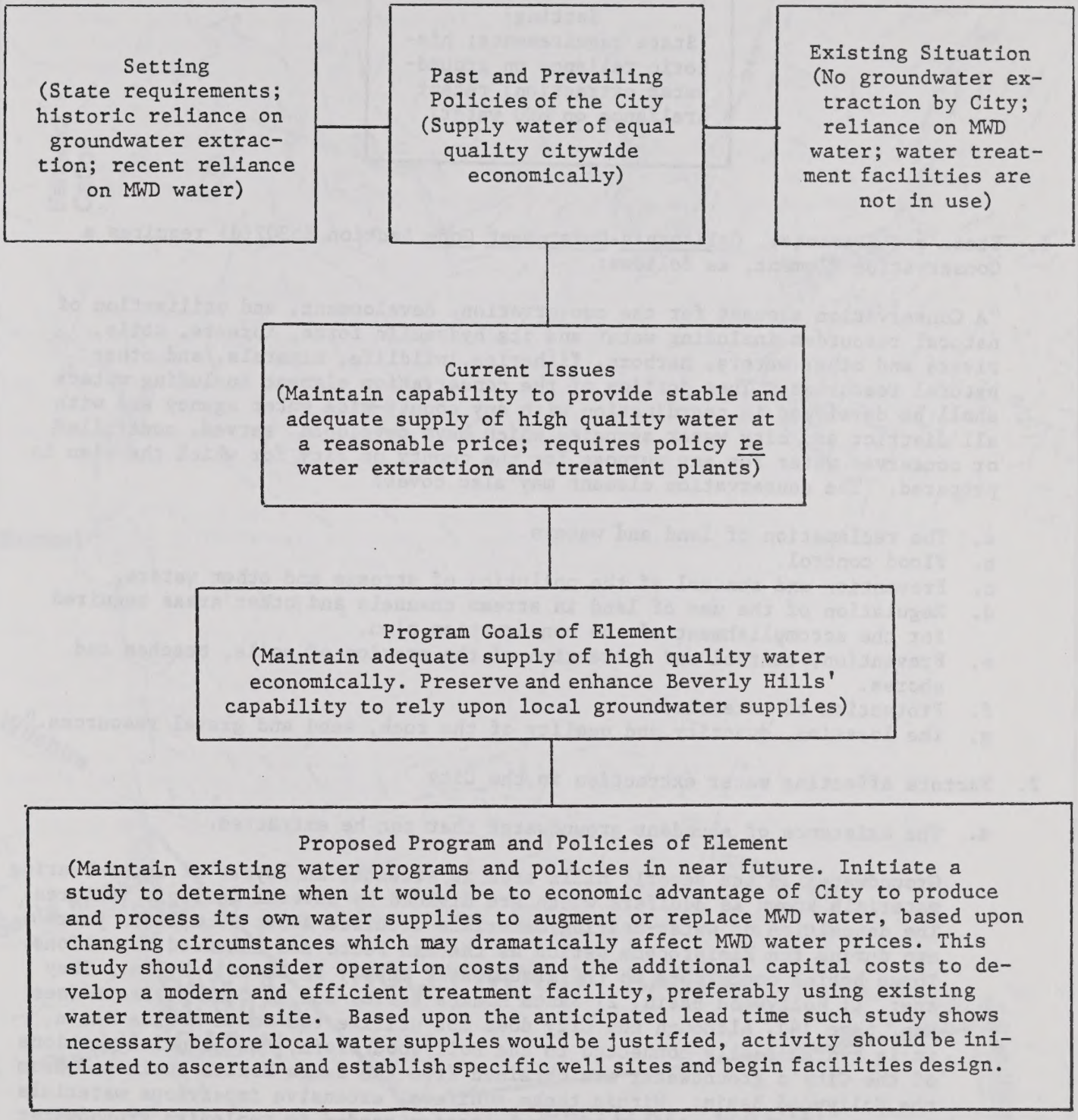
b. Any of the types noted in e., above, might fit into the Industrial Area. Temporarily, the tower would be disruptive and unique, but less so if it were part of a total program to redevelop the Industrial Area.

2. After drilling operations, the drilling derrick would be removed, but provisions should be made for a temporary rig for workover purposes under the rigid conditions enunciated earlier.

Although remote, opportunities for creative solutions should be considered. For instance, it might be possibile to integrate a drilling operation with other uses if the site is large enough. This might be done in conjunction with the possible development of a municipal parking lot. The site could be developed for commercial use with underground parking, and the drilling derrick partially sunk below ground, could be covered with a structure that served as a clock or bell tower.

Conservation Element of the General Plan: Water Conservation -- Program Flowchart

City of Beverly Hills



Setting
(State requirements; historic reliance on groundwater extraction; recent reliance on MWD water)

1. State requirements: California Government Code Section 65302(d) requires a Conservation Element, as follows:

   "A Conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any county-wide water agency and with all district and city water agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared. The conservation element may also cover:

   a. The reclamation of land and waters.
   b. Flood control.
   c. Prevention and control of the pollution of streams and other waters.
   d. Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
   e. Prevention, control and correction of the erosion of soils, beaches and shores.
   f. Protection of watersheds.
   g. The location, quantity and quality of the rock, sand and gravel resources."

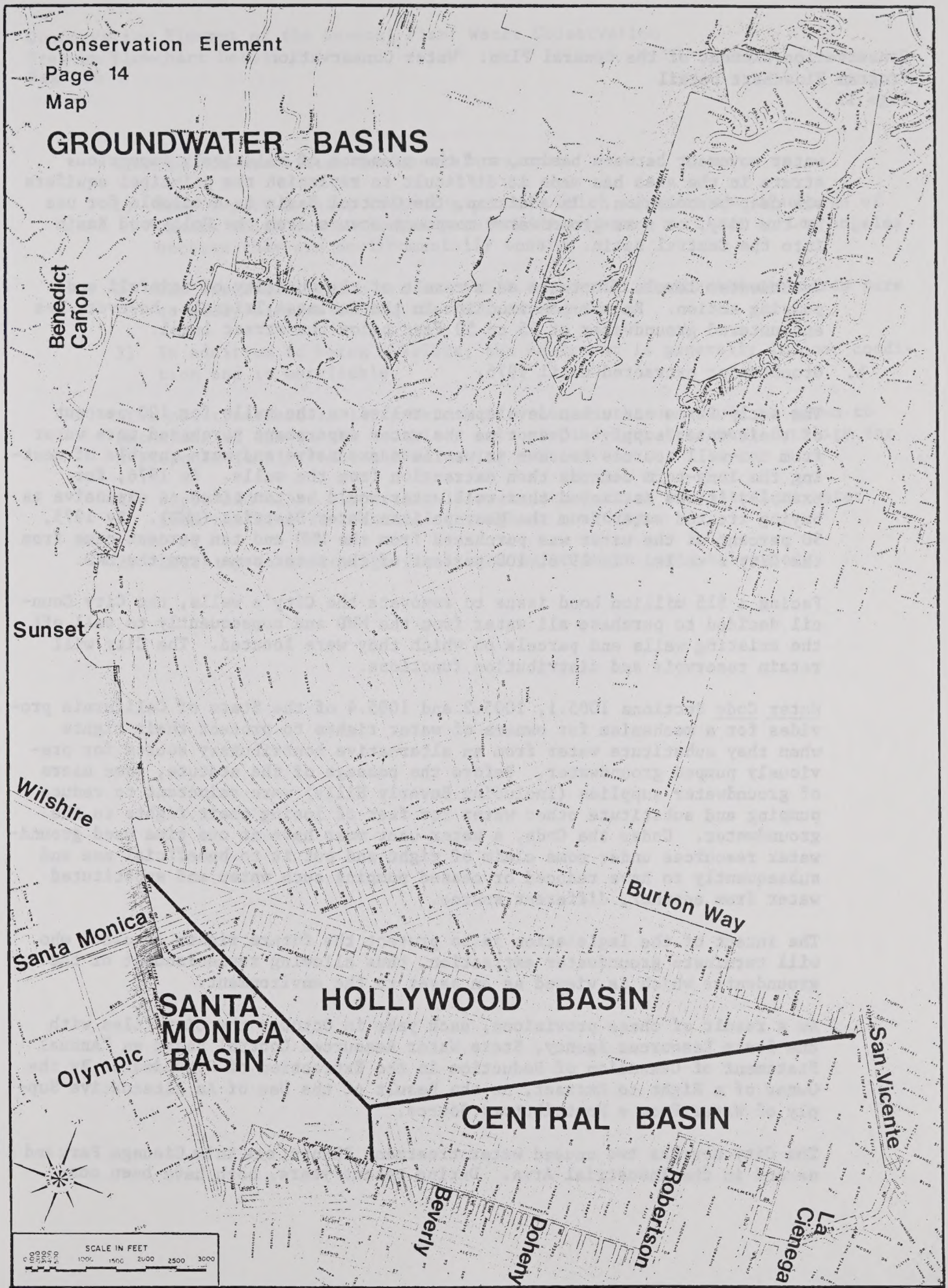
2. Factors affecting water extraction in the City.

   a. The existence of abundant groundwater that can be extracted.

      Groundwater in the Beverly Hills area is situated in layers of water-bearing materials known as aquifers which are divided by several geologic features. The deposition of water-bearing materials occurred about 50 million years ago during the Pleistocene period as the San Pedro and Lakewood formations. Three basins contribute to the groundwater supply in Beverly Hills. They are: 1) Hollywood Basin, 2) Santa Monica Basin, and 3) Central Basin (see Map, page 14). Although the City does not utilize the Santa Monica Basin, it is hydraulically connected to the Hollywood Basin. Substantial portions of the City's groundwater are obtained from the Santa Monica Basin and from the Hollywood Basin: Within these aquifers, extensive impervious materials have minimized percolation of precipitation needed to replenish groundwater supplies. This is significant since pumping in the basin has reduced ground-

Map

GROUNDWATER BASINS



water movement between basins, and the presence of relatively impervious strata in the area has made it difficult to replenish the principal aquifers via deep percolation. In addition, the Central Basin is available for use by the City, as some groundwater movement occurs from the Hollywood Basin into the Central Basin.

Groundwater levels fluctuate as a result of the quantity of rainfall and pumping action. Recent construction in the Business Triangle, however, has encountered groundwater at 45 to 50 feet below the street level.

b. Groundwater extracted until 1976.

The early farms and urban development relied on the wells for 100 percent of their water supply. Over time the water department purchased more water from non-well sources because it was less expensive and more capable of meeting the long-term demands than extraction from the wells. In 1976, for example, it was estimated that well water would be ten times as expensive as buying treated water from the Metropolitan Water District (MWD). By 1975, 90 percent of the water was purchased from the MWD and ten percent came from the City's wells. In 1976, 100 percent of the water came from the MWD.

Facing a $15 million bond issue to renovate the City's wells, the City Council decided to purchase all water from the MWD and consequently to sell off the existing wells and parcels on which they were located. The City will retain reservoir and distribution functions.

Water Code Sections 1005.1, 1005.2 and 1005.4 of the State of California provides for a mechanism for owners of water rights to protect their rights when they substitute water from an alternative nontributary source for previously pumped groundwater. Before the passage of the statute, some users of groundwater supplies (including Beverly Hills) were reluctant to reduce pumping and substitute other water for fear of losing their rights to the groundwater. Under the Code, a water user must have at one time used groundwater resources under some claim of right and put it to beneficial use and subsequently to have reduced or ceased pumping such water and substituted water from another, different source.

The intent of the legislation is to protect the future rights of users who will terminate groundwater extraction, thus allowing replenishment of the groundwater which is viewed as an asset to the environment.

As a result of these provisions, each year in October the City files with the State Resources Agency, State Water Resources Control Board an "Annual Statement of Cessation of Reduction in the Extraction of Groundwater By the Owner of a Right to Extract, As the Result of the Use of An Alternative Supply of Water From a Nontributory Source."

The City now has two unused water treatment Plants, one in La Cienega Park and a second in the Industrial Area. During recent years, both have been con-

sidered for demolition for several reasons:

1) They employ a water softening process which requires the discharge of wastes which are no longer permitted into sewer outflows in Los Angeles because they are environmentally unsafe.

2) The structures which are not built to current earthquake standards were severely damaged during the 1971 earthquake.

3) In addition to being obsolete, the equipment is generally in poor condition and is unreliable.

If a new treatment facility were built, consideration should be given to retention of one of the two sites now occupied by a treatment facility for a proposed facility for the following reasons:

1) Pipes and other supporting infrastructure exist to distribute water from the site to locations throughout the City.

2) Existing water storage facilities exist which could be reused.

Past and Prevailing
Policies of the City
(Supply water of equal
quality citywide
economically)

1. In order to supply water most economically, water is no longer extracted from wells.

2. Existing well sites are not properly located for optimum use. As a result, the well sites have been sold as excess land.

3. All water is to be purchased from the MWD. (See previous page.)

4. The City should continue to retain rights to groundwater.

Existing Situation
(No groundwater extraction by City; reliance on MWD water; water treatment facilities are not in use)

1. There is no water extraction from Beverly Hills groundwater by the City.

2. Water storage and distribution in Beverly Hills -- 100 percent of all water used. The City stores water in the following facilities which are considered to be adequate for the present and future needs of Beverly Hills. (See Table.)

TABLE

Beverly Hills Water Storage Facilities

Name	Address	Capacity (million gallons)	Type of Facility: Reservoir	Pumping Station	Contains Hydropneumatic Tank
La Cienega	323 S. La Cienega Bl.	6.00	X	X	
Sunset	9598 Sunset Bl.	5.85	X	X	
Coldwater Park	1098 N. Beverly Drive	7.48	X		
3A	1150 Loma Vista Dr.	1.06	X		
3B	1201 Coldwater Canon Dr.	2.18	X		
4A	9398 Readcrest Dr.	2.15	X		
Greystone	Doheny Rd./Loma Vista	19.32	X	X	
4B	1180 Loma Vista Dr.	1.00	X	X	
5	495 Trousdale Place	1.00	X	X	
6	1820 Loma Vista Dr.	1.03	X	X	
7	405 Walker Dr.	1.24	X	X	X

3. Water purchased -- 100 percent, from Metropolitan Water District. The average daily consumption is 13.2 million gallons, or 392 gallons per resident per day, which is over twice the national average of 150 gallons per capita per day. About two percent is used for park irrigation, four percent for commercial uses and 94 percent for residential use. Of this 94 percent, 70 percent is used for irrigating land and 30 percent for uses within the house. In the future, the ratio of commercial/park/residential is expected to stay the same. However, the quantity of water consumed is expected to increase by about ten percent. The facilities appear adequate to meet the projected increases in water demand.

Current Issues
(Maintain capability to provide stable and adequate supply of high quality, economical water; requires policy re water extraction and treatment plants)

1. To provide a stable, economical supply of potable water while retaining the City's option to tap into existing groundwater supplies should it become necessary or desirable to replace or supplement the City's supply.

2. To retain the capability to treat locally extracted water, should it be determined that local groundwater resources are to be utilized.

Program Goals of Element
(Maintain adequate supply of high quality water economically. Preserve and enhance Beverly Hills' capability to rely upon local groundwater supplies)

1. To provide an adequate supply of high quality potable water to meet existing and future needs.

2. To provide water at the lowest cost.

3. To preserve the City's rights to extract groundwater and to assure that such resources will be available if needed.

4. To assure the availability of properly located well sites.

5. To assure the availability of a properly located site for a water treatment facility.

Proposed Program and Policies of Element

(Maintain existing water programs and policies in near future. Initiate a study to determine when it would be to economic advantage of City to produce and process its own water supplies to augment or replace MWD water, based upon changing circumstances which may dramatically affect MWD water prices. This study should consider operation costs and the additional capital costs to develop a modern and efficient treatment facility, preferably using existing water treatment site. Based upon the anticipated lead time such study shows necessary before local water supplies would be justified, activity should be initiated to ascertain and establish specific well sites and begin facilities design.)

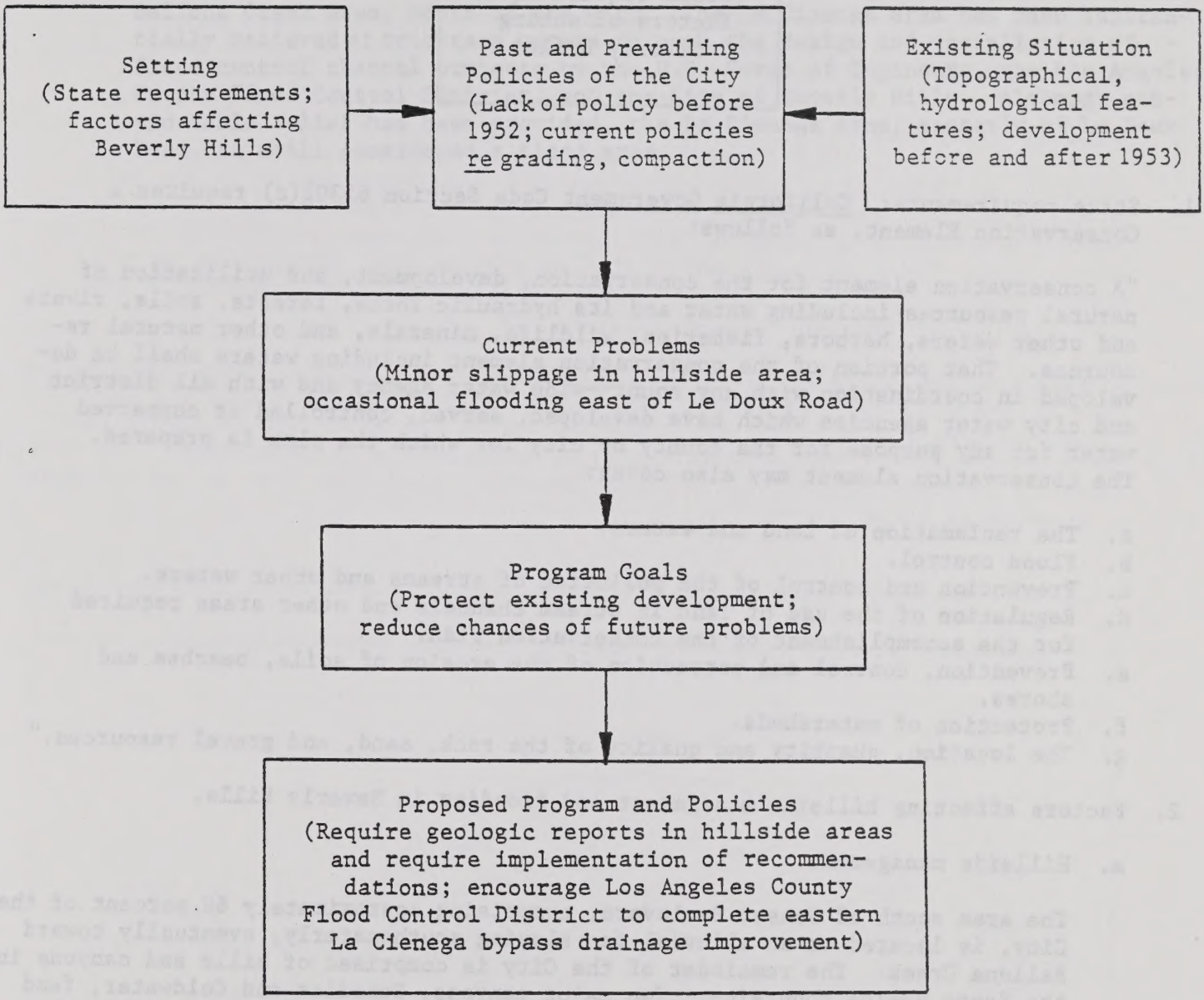
1. No change recommended in current policy to retain local option to provide water in the near future.

2. The Metropolitan Water District has indicated that there may be substantial rate increases to Beverly Hills and other member jurisdictions within the next five to eight years. Accordingly, the City Water Department should coordinate a study, possibly with the assistance of a consultant, to determine the cost-effective point at which the City should convert in whole or in part to its own water supply. This study would consider the costs of extracting and processing water (operation costs) as well as any capital costs associated with any facility.

3. If a new water treatment facility is developed, consideration should be given to retention of one of the sites now occupied by a water treatment facility for reasons cited above.

Conservation Element of the General Plan:
Hillside Management and Flooding -- Program Flowchart

City of Beverly Hills



Setting
(State requirements;
factors affecting
Beverly Hills)

1. State requirements: California Government Code Section 65302(d) requires a Conservation Element, as follows:

   "A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any county-wide water agency and with all district and city water agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared. The conservation element may also cover:

   a. The reclamation of land and waters.
   b. Flood control.
   c. Prevention and control of the pollution of streams and other waters.
   d. Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
   e. Prevention, control and correction of the erosion of soils, beaches and shores.
   f. Protection of watersheds.
   g. The location, quantity and quality of the rock, sand, and gravel resources."

2. Factors affecting hillside management and flooding in Beverly Hills.

   a. Hillside management.

      The area south of Sunset Boulevard, comprising approximately 60 percent of the City, is located on an alluvial fan sloping southeasterly, eventually toward Ballona Creek. The remainder of the City is comprised of hills and canyons in the Santa Monica Mountains. Two major canyons, Benedict and Coldwater, feed storm waters into Beverly Hills, and a number of smaller canyons within the city limits drain through the City. The hillside areas are relatively steep and have been developed into residential subdivisions from the late 1920s and early 1930s. The Trousdale area, a major hillside subdivision, was started in 1955. About 95 percent of the area north of Sunset Boulevard is developed to the capacity of the zoning. Location of streets and past grading practices caused some continuing problems, but are not considered as extreme hazards.

2. b. Flooding.

Because of the general slope of the alluvial fan, the natural drainage pattern conducts surface waters to the La Cienega area, which, in turn, drains toward Ballona Creek area, south of the City. The La Cienega area has been substantially relieved of tributary waters through the design and installation of flood control channel projects by the U.S. Corps of Engineers, the Los Angeles County Flood Control District, and the City of Beverly Hills. Although considerable relief has been provided, the La Cienega area, easterly of Le Doux Road, is still considered a flood area.

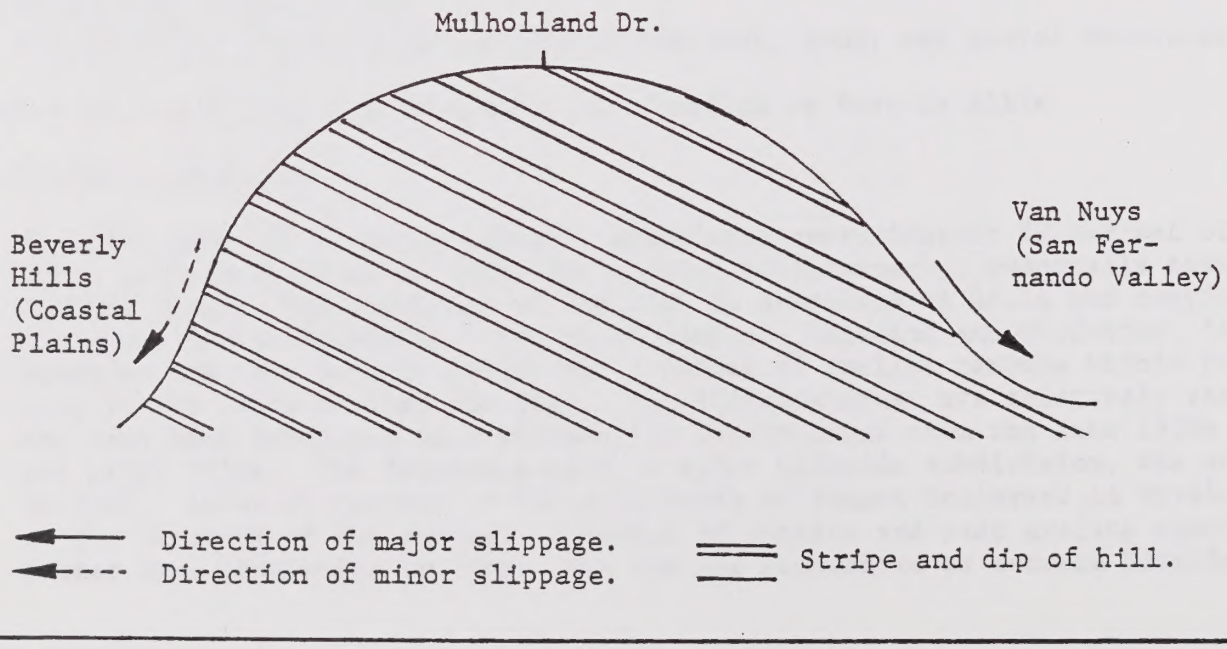
Past and Prevailing Policies of the City (Lack of policy before 1952; current policies re grading, compaction)

1. Hillside Management.

Although the City has had no specific hillside management policy in the past, it has recognized some of the problems inherent to hillside areas and instituted grading regulations as early as 1952. Prior to that time, subdivision requirements, street location, and lack of grading regulations, contributed to hillside problems. The 1952 ordinance regulated only slopes and drainage. Later City regulations included soil compaction.

Compared to the northern or San Fernando Valley side, the geological characteristics of the southern side of the Santa Monica Mountains (which includes Beverly Hills) is more stable since the stripe and dip of the mountains is toward the north or toward the San Fernando Valley as shown on the diagram below. Therefore there is less slippage on the southern (Beverly Hills) side than on the northern (San Fernando Valley) side.

Schematic Illustration, Stripe and Dip of Santa Monica Mountains



2. Flooding.

In 1957, the City began a program for providing adequate storm drains throughout the City which was completed in 1977/78. Although the storm drain system in the La Cienega area is judged to be adequate for drainage in the immediate vicinity and under normal conditions, unusual amounts of rain can overburden the system. Present policy is to improve the existing storm drain system by developing an eastern bypass from Crescent Heights Boulevard around the eastern periphery of Beverly Hills into the La Cienega system south of the City to prevent water back-up and provide more efficient drainage for Beverly Hills.

Existing Situation
(Topographical, hydrological features; development before and after 1953)

1. Hillside Management.

a. Existing Natural Conditions.

Generally, the undeveloped hillside areas can be described as stable, with few exceptions. These areas may be subject to surface slide and other minor disturbances under unusual weather conditions, such as experienced in early months of 1978, or to erosion damage resulting from the removal of excessive natural vegetation for fire safety.

b. Areas Developed Prior to 1953.

A number of minor problems have occurred in areas developed prior to 1953. The installation of streets and the development of individual lots were largely uncontrolled and most installations were done by developers without the expertise of geologists, thus little attention was given to limiting slopes of cuts or fills. If it were not for the natural stability of our hillsides, hazards in these areas would be much more severe. (See diagram, page 4.) As it is, normal winter rains usually result in small quantities of dirt, mud and rock, raveling off slopes that were too steeply cut. In one or two cases, improper cuts have resulted in major failure. Where fills were not placed or compacted under good engineering practices, subsidence or slope pop-outs have occurred.

c. Areas Developed Since 1953.

The first grading ordinance in the City was adopted on October 28, 1952, and it specified maximum slopes for cuts and fills. Later, drainage was regulated. Compaction of fills was required some time later.

Control of slopes and drainage by ordinance eliminated most problems, but uncompacted fills still presented problems for construction. Improvement in hillside development has come about through the strengthening of Code and improved techniques in grading. The development of the Trousdale Estates is an example. Although some settlement in isolated areas has occurred, hillside damage from run-off even in the unusually heavy rains of 1977-1978 was minimal.

2. Flooding.

Under normal rainfall conditions, the City can be considered free of flood conditions. Under abnormally heavy rainfall conditions, portions of the City, east of Le Doux Road, are prone to flooding.

Current Problems
(Minor slippage in hillside area;
occasional flooding east of Le Doux Road)

1. Hillside: Minor slippage does occur as a result of unusually heavy rainfall (such as occurred in 1977/78), especially on hillside sites developed prior to 1952.

2. Flooding: Some flooding of basement and subterranean parking garages has occurred east of Le Doux Road during periods of unusually heavy rains (such as occurred in 1977/78).

Program Goals
(Protect existing development;
reduce chances of future problems)

1. Protect new construction from existing hazards.

2. Prevent the creation of new hazards from unwise grading and drainage procedures.

Proposed Program and Policies
(Require geologic reports in hillside areas and require implementation of recommendations; encourage Los Angeles County Flood Control District to complete eastern La Cienega bypass drainage improvement)

1. Designate specific portions of the City as a hillside district and application of the following procedures to development and construction within the district:

   a. Require geological reports for sites involving slopes in excess of one vertical to three horizontal.

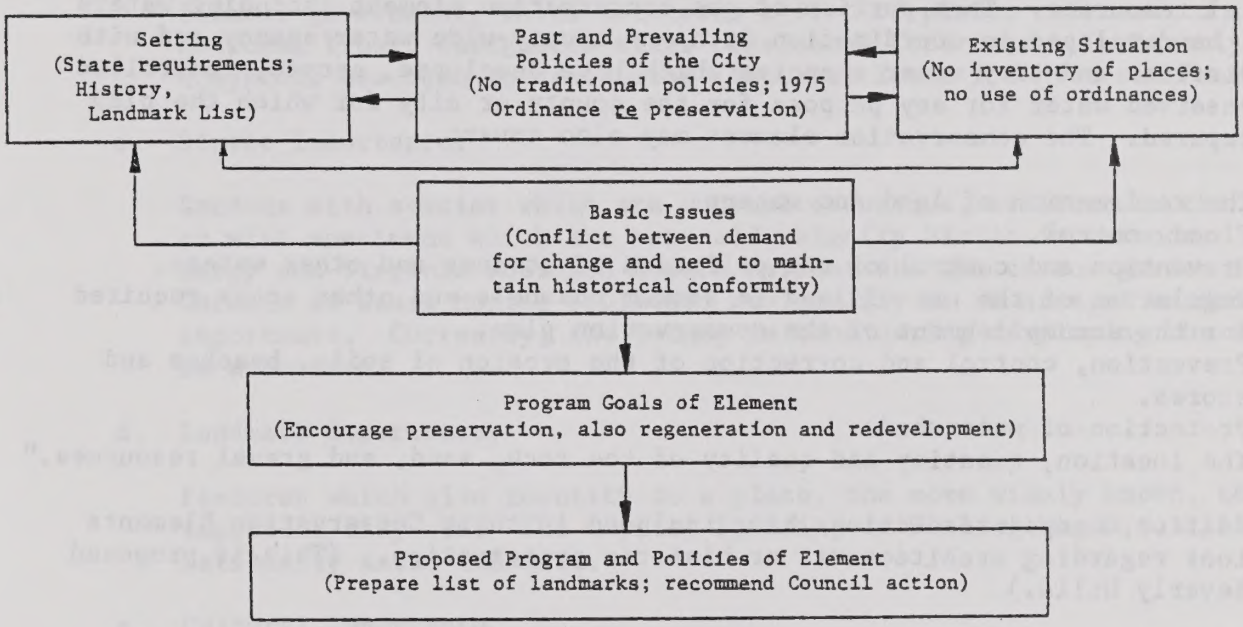
   b. Prohibit the issuance of permits where hazards cannot be mitigated.

   c. Require all of the recommendations of geologists to be incorporated into the construction plans prior to issuance of a building permit.

   d. Institute specific requirements for yard and roof drains to be calculated for adequate size, and installed in such a manner as to insure safe disposal.

2. Encourage the County Flood Control District to expedite construction of the planned La Cienega eastern bypass facility as soon as possible.

Conservation Element of the General Plan: Landmark Preservation Section -- Program Flow Chart
City of Beverly Hills



Setting
(State requirements;
History,
Landmark List)

1. State requirements: California Government Code Section 65302(d) requires a Conservation Element, as follows:

   "A Conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any county-wide water agency and with all district and city water agencies which have developed, served, controlled or conserved water for any purpose for the county or city for which the plan is prepared. The conservation element may also cover:

   a. The reclamation of land and waters.
   b. Flood control.
   c. Prevention and control of the pollution of streams and other waters.
   d. Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
   e. Prevention, control and correction of the erosion of soils, beaches and shores.
   f. Protection of watersheds.
   g. The location, quantity and quality of the rock, sand, and gravel resources."

   In addition, many jurisdictions have included in their Conservation Elements sections regarding architectural or historic preservation. (This is proposed for Beverly Hills.)

2. Landmark List.

   Attached is a list of places in Beverly Hills which have architectural, historic, biotic, landmark, or cultural significance. With a half-dozen exceptions, none of the sites could be considered of Statewide, national, or international significance. Rather, the sites are of value primarily to those living in Beverly Hills or Los Angeles County.

   In order for a site to be of significance so as to have value to a wide audience, it would have to meet one or several of the following criteria:

   a. Architectural Importance.

      The structure should be the first or best example of an architectural style or the product of an extremely important architect. While Beverly Hills has good examples of work by lesser known architects, it has only a few products of the more famous designers: the Anderton Court building of Frank Lloyd Wright, the Perpetual Savings building of Edward D. Stone,

Manufacturer's Bank building of Daniel Mann Johnson and Mendenhall (Anthony Lumdsen) and Great Western Savings building of William L. Pereira are examples of these buildings.

b. Historic Importance.

Although historic value is generally associated with older structures or places, historic sites can be in newer structures such as those found in Beverly Hills. (Original adobes in this area have been destroyed leaving only structures from the Twentieth Century.) The State of California, which places plaques or develops parks around old structures, or the federal government, which maintains a list of places referred to as the National Trust, designates sites considered important. In Beverly Hills, Greystone has been so designated (National Trust for Historic Preservation).

c. Biotic Importance.

Gardens with species which are unusual or unique, at least to the area, or with specimens which are very old, signify biotic importance. The Harry and Virginia Robinson Estate Gardens and the cactus garden in Beverly Gardens at Santa Monica Boulevard may qualify as an area of extreme biotic importance. Currently, the County is considering developing the site as an arboretum.

d. Landmark Importance.

Features which give identity to a place, the more widely known, the more important they are. The Capitol Building in Washington, D.C. is an internationally known landmark.

e. Cultural Importance.

Every area has structures or places of value to the residents which may have no architectural or historic importance at all. This "catch-all" category includes such sites.

TABLE

Structures and Biotic Places Which May Be

of Significance in or Adjoining Beverly Hills

Type, Name, Address	Major Reason for Inclusion	Comment
Residential:		
Adelman House 1035 Summit Drive	Architectural	1958. Architect: Thornton M. Abell and O'Neil, Ford and Associates.
Anthony House 910 N. Bedford Drive	Historic, architectural	1909. Architect: Charles and Henry Greene. House of Earl C. Anthony, turn of century Los Angeles entrepreneur.
Apartment House 420 Beverwil Drive	Historic	Ca. 1922. Three-story apartment was first Beverly Hills "highrise."
Brown House 902 N. Roxbury Drive	Architectural	1949. Architect: Craig Ellwood Assoc.
Burton-Hill Townhouses 9323 Burton Way	Architectural	1974. Architect: Widon-Wein and Associates.
English House 1261 Lago Vista Drive	Architectural	1949. Architect: Harwell Hamilton Harris.
Forrest House 610 N. Beverly Drive	Architectural	1933. Architect: Robert E. Coate.
"Greenacres," or Harold Lloyd House	Architectural, historic, biotic	1928. Italianate mansion on 16 acres, surrounded by seven separate gardens, each with a different theme.
"Greystone," or E.L. "Ned" Doheny, Jr. House 501 Doheny Road	Historic, biotic	Ca. 1928. Architect: Reginald Johnson. Ranch and home of son of E.L. Doheny, who was associated with Union Oil Company. Home originally included all land now in Trousdale Estates section. Gardens contain exotic, old species.
Grossman House 1659 Waycrest Drive	Architectural	1949. Architect: Greta Magnusson Grossman.
Hale House 9618 Yoakum Drive	Architectural	1949. Architect: Craig Ellwood.
Heidemann House 1236 Benedict Canon	Architectural	1972. Architect: Pulliam, Matthews and Associates.
Hiller House 811 N. Camden Drive	Architectural	1942. Architect: Richard J. Neutra.
Howland House 502 N. Crescent Drive	Architectural	1933. Architect: Lloyd Wright.

Type, Name, Address	Major Reason For Inclusion	Comment
Residential (cont.):		
"Dias Doradas," or Thomas H. Ince House	Historic, cultural	Home of first movie studio head to move to Beverly Hills and helped with Douglas Fairbanks and Mary Pickford to begin Beverly Hills' association with the film industry.
Miller House 1634 Gilcrest Drive	Architectural	1948. Architect: Ain, Johnson and Day.
Oppenheimer House 1024 Summit Drive	Architectural	1956. Architect: William S. Beckett.
Osherenko House 1105 N. Alpine Drive	Architectural	1949. Architect: J. R. Davidson.
"Pickfair" or Douglas Fairbanks-Mary Pickford House 1134 Pickfair Way	Historic, cultural	Purchasing the land "out in the country" in 1919, the couple made Beverly Hills a popular residential area for film personalities. Within the house, the Academy of Motion Picture Arts and Sciences was conceived and United Artists movie company was incorporated.
Quen House 1211 Laurel Lane	Architectural	1954. Architect: Thorton Ladd and John Kelsey.
Radakievicz House 9121 Alto Cedro Drive	Architectural	1937. Architect: R. M. Schindler.
Harry Winchester and Virginia Robinson Estate Gardens 1008 Elden Road	Biotic	1911. Several distinctive garden areas, including a tropical palm area, formal pool garden and an English garden.
Spadina House	Architectural, cultural	1921. "The Witch's House," because of its Hansel and Gretel motif. Architect: Henry Oliver.
Commercial/Retail:		
Anderton Court Building 332 N. Rodeo Drive	Architectural	1953. Architect: (attrib.) Frank Lloyd Wright.
Barclay Bank Building and shops	Architectural	1973. Architect: Kahn, Kappe and Lotery.
Beverly Hills Bancorp, aka Wells Fargo Bank 9600 Santa Monica Boulevard	Architectural	1975. Architect: Sidney Eisenshtat. Unusual "breaking up" of box-like office. Base park contains a large sculpture, Two Swans by Jack Zajack.
Beverly Hills Hotel 9641 Sunset Boulevard	Cultural	1911. A center for City's social activities. Architect: Elmer Grey.
Beverly Theater	Architectural, historic	1925. Architect: Unknown. A romantic mosque-style design. Badly remodeled. Oldest theater in Beverly Hills.
Beverly Wilshire Hotel 9500 Wilshire Boulevard	Cultural	1928. Major center of social activites in the City. Mentioned in novel The Grapes of Wrath as the antithesis of the "Oakies'" lifestyle.

Type, Name, Address	Major Reason For Inclusion	Comment
Commercial/Retail (cont.):		
Commercial Building 9507 Santa Monica Bl.	Historic	1920. Alleged to be first office/commercial building in Beverly Hills.
Commercial Building 9441 Wilshire Boulevard	Architectural	1928. Architect: Unknown. Zig-zag moderne style.
Great Western Savings Building & Gardens 8484 Wilshire Boulevard	Architectural, landscape architecture	1972. Architect: William Pereira Associates First elliptically shaped building in western United States.
Music Corporation of America Building (aka Litton Plaza North)	Cultural.	1940. Associated with Beverly Hills' "image" and association with the entertainment industry. Structure houses relic of filmdom: stairway is from Gone With The Wind, pillars in rear fountain originally at Santa Monica Beachhouse of Marion Davies.
Manufacturers Bank, aka One Roxbury Plaza	Architectural	1973. Architect: Daniel, Mann, Johnson, Mendenhall; Anthony Lumdsen, head. Miesian block with undulating lines.
I. Magnin & Company Wilshire Boulevard	Cultural	1939. With Sak's Fifth Avenue, and Hagarty's (now Bonwit-Teller), the first large store in Beverly Hills.
Office building 9200 Olympic Boulevard	Architectural	Clean, modern brick building.
Pacific Theater 9404 Wilshire Boulevard	Architectural	1931. Architect: B. Marcus Priteca. Art deco style.
Frank Peris Gallery 350 N. Camden Drive	Architectural, cultural	1948. Architect: Alvin Lustig. International style. Major center for West Coast art sales.
Perpetual Savings Bank 9720 Wilshire Boulevard	Architectural	1962. Architect: Edward D. Stone.
Rasin Markets Office Olympic Boulevard	Architectural	Clean, modern brick building.
Sak's Fifth Avenue 9600 Wilshire Boulevard	Cultural	1937. Oldest major department store in Beverly Hills.
Security Pacific Place 9665 Wilshire Boulevard	Architectural	1969. Architect: Craig Ellwood Associates. Simple miesian block.
Volkswagen Showroom Olympic Boulevard	Architectural	Ca. 1937. Architect: Unknown. Streamline modern style.
Public Buildings/Structures:		
City Hall 450 N. Crescent Drive	Cultural, landmark, architectural	1932. Architect: William T. Gage. Churrigueresque style. Landmark. Base garden with sculpture.
Entry signs, various locations, e.g. Santa Monica Boulevard and Doheny Drive.	Landmark	1925? Designer unknown.
Fire Station No. 3 134 S. Doheny Drive	Architectural	Modern brick building.

Type, Name, Address	Major Reason For Inclusion	Comment
Public Buildings/Structures (cont.):		
Fountain Wilshire and Santa Monica Boulevards	Landmark	1925? Ralph C. Flewelling, architect.
Library 445 N. Rexford Drive	Cultural	Architect: Austin, Field & Fry.
Post Office 450 N. Canon Drive	Historic	1933. Architect: Ralph C. Flewelling. A Works Progress Administration (WPA) Italianate style structure containing WPA murals.
Gardens/Biota: (In addition to gardens or landscaping discussed previously.)		
Morton Bay Fig (ficus mortonas) Southeast corner, Beverly Drive and Park Way in Beverly Gardens.	Biotic	Aged specimen.
Torrey Pine (pinus torreyana) Southwest corner, Beverly Drive and Park Way in Beverly Gardens.	Biotic	Aged specimen.
Harry Winchester and Virginia Robinson Estate Gardens	Biotic	Several distinct garden areas, including a unique tropical palm garden, and old English-style rose and formal gardens.

Past and Prevailing
Policies of the City
(No traditional policies; 1975
Ordinance re preservation)

1. In the past, there has been no program to preserve the tradition of structures of historic or architectural or biotic significance. As a result, the early adobes in Beverly Hills were destroyed and no records have been established.

2. In 1975, the City passed an ordinance which established the Architectural Commission as an advisory commission to the Council for the purpose of inventorying and designating landmarks for the City of Beverly Hills. The ordinance provides an opportunity to the owner of any such landmark to appeal the designation to the Council, and does not require that a designated landmark be subject to any special conditions if it were to be altered or demolished. To date, neither the inventory nor the designation has taken place.

Existing Situation
(No inventory of places;
no use of ordinances)

1. Neither an inventory nor a designation of landmarks has been performed by the Architectural Commission.

2. An informal list of potential landmarks has been prepared by staff as a basis for Architectural Commission review.

3. Although there is no way of knowing, the structures on the list do not appear to be in imminent danger of major modification or demolition.

4. No policy has been established with respect to special treatment which landmarks should be subject to.

5. In the absence of established policy, there have been numerous initiatives across the country by individuals to block proposed demolitions, which have sometimes been successful, but which inevitably divide the community.

Basic Issues
(Conflict between demand for change and need to maintain historical conformity)

1. Continuing cycles of change which result in redevelopment of older or obsolete structures.

2. Increasing interest in the preservation of our heritage and the recognition of the valuable contributions of the past.

3. The need to develop a policy which responds to both the need for regeneration and redevelopment while meeting the need to maintain continuity with the past.

Program Goals of Element
(Encourage preservation, also regeneration and redevelopment)

1. To encourage and facilitate the preservation of structures and biotic specimens of significance to the community.

2. To preserve the heritage and maintain historical continuity for buildings which are to be demolished.

Proposed Program and Policies of Element
(Prepare list of landmarks; recommend Council action)

1. Transmit informal inventory to Architectural Commission for their review.

2. Request that Architectural Commission prepare a list of landmark designations in accordance with existing oridnances.

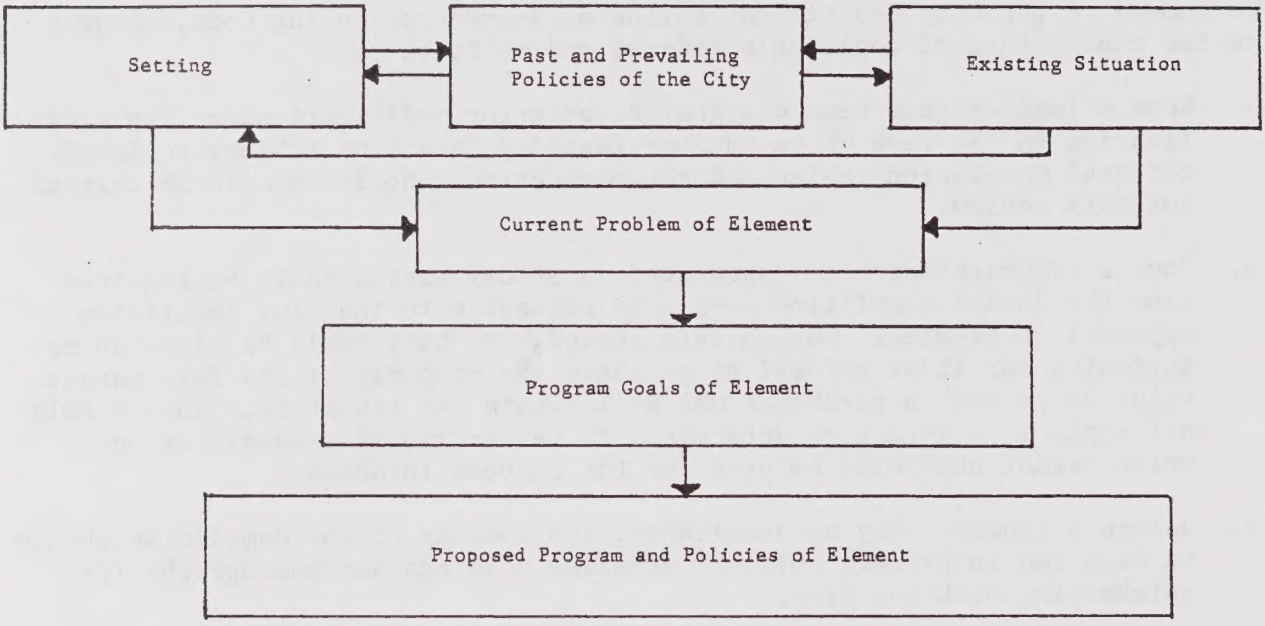
3. Recommend to the City Council the following amendments to the Code, subject to the constraints of applicable federal and/or State law.

   a. Once a landmark has been designated, exterior modification, or any modification in the case of an outdoor facility, shall be subject to Architectural Commission review and recommendation. No fee should be charged for this review.

   b. Once a landmark has been designated, a 90-day period shall be required from the date a demolition permit is requested to the time demolition approval is granted. During this period, the City shall be given an opportunity for first refusal to purchase the property at its fair market value or to seek a purchaser who will retain the structure. This should not apply to a structure determined to be structurally unsafe or one which cannot otherwise be used for the purpose intended.

   c. Before a landmark may be demolished, the sponsor of the demolition should be required to prepare suitably detailed drawings and photographs for safekeeping with the City.

Conservation Element of the General Plan: Solar Energy Section -- Program Flow Chart
City of Beverly Hills



Setting

State requirements:

1. There is no State requirement regarding this matter. It is included at the request of the Planning Commission.

2. Factors affecting solar energy use in Beverly Hills:

   a. No standards or ordinances.
   b. Limited local or general experience.
   c. High initial costs.
   d. Sunny climate.

Past and Prevailing
Policies of the City

None.

Existing Situation

1. Solar systems used now in Beverly Hills to heat swimming pools. There are about 10 cases of this.

2. No other known solar heating or solar energy system exists in Beverly Hills.

Current Problem of Element

1. Conserve existing energy supplies.

2. Use a more efficient energy source such as solar energy.

Program Goals of Element

1. Help conserve existing energy supplies.

2. If possible, encourage the development and use of new energy sources that have unlimited resources, such as solar energy.

Proposed Programs and Policies of Element

Development of a renewable energy source such as solar energy is desirable and ultimately necessary as it does not rely on existing, limited energy sources such as coal and oil. However, the City of Beverly Hills does not now have the technological skills to regulate nor the resources to provide incentives to justify a meaningful program at the local level. (See memo to the Planning Commission, October 6, 1976. State legislation to permit municipalities to require design for solar energy efficiencies in residential-type construction: AB 2740.)

Given these limitations, a second way to have a solar energy program occur is to develop incentives. The major type of incentive is related to taxes, over which the City has only partial control. Thus, the ability of Beverly Hills to take any direct action is improbable.

Until such time as it has been determined that locally regulated protection of solar rights or locally mandated solar energy programs can be meaningful and practical, it appears that the most effective course to follow would be to continue to keep our options open by maintaining the relatively lowrise profile of the community. This presumably would not preclude eventual regulation of solar rights at some time in the future. It might be appropriate, however, for the Environmental Review Board to require, as part of the EIR process, that special attention be given to both the solar rights implications and the solar energy potential of development proposals of a magnitude which may warrant such special consideration.

In the coming years during which solar energy technology will come of age, it would be more appropriate to rely upon enlightened self-interest for individual participation in solar energy efforts. Such individual efforts could be stimulated through such devices as tax incentives or penalties, but these are outside of the realm of local control.

Noise

Note: On November 4, 1975, by Resolution No. 75-R-5345, the Beverly Hills City Council adopted pages 1 through 18 of this document.

NOISE ELEMENT ABSTRACT

1. Impetus: State requirement.

2. Existing Situation.

2.1. No ambient noise levels are in excess of those considered problematic to people.
2.2. Noise levels are generally moderate.
2.3. Noise levels are directly correlated with vehicular traffic, and, therefore, areas adjoining major streets have considerably higher ambient noise levels than others.
2.4. Noise levels vary during the time of day; ambient noise levels at night are much lower.

3. Existing Policies: City Ordinances 71-0-1403 and 71-0-1453 make excessive and/or disturbing noises illegal. These are now enforced.

4. Problems.

4.1. There are no noise levels in excess of health standards.
4.2. Noise from vehicles is a major concern.

5. Proposed Solutions.*

5.1. Continue efforts to discourage through traffic on residential streets.
5.2. Consider construction of "soundwalls" along major streets.
5.3. Continue to enforce noise ordinances.
5.4. Lend support to other agencies concerned with noise abatement.

* As with any specialized study, the recommendations must be considered in terms of their priorities relative to other municipal projects competing for the City's attention and financial resources.

TABLE OF CONTENTS

TABLE OF CONTENTS (cont.)

1. INTRODUCTION.

1.1. Purposes of Element.

This document is one of the nine State-required elements that must be included in the general plans of all jurisdictions in California. It is supposed to serve two purposes:

- To guide decision makers relative to policy matters associated with noise and "noise pollution;" and
- To provide decision makers and the public with accurate data on noise within the jurisdiction.

The document follows the format suggested by the State and is intended to fulfill the requirements of the State law.

Many development decisions have been made that affect noise levels in Beverly Hills and other communities without considering how they might affect existing noise levels and how noises would affect them. This Element is designed to abate this problem by providing data with which members of the City Council, City Commissions, staff, and the general public can evaluate matters related to noise and by establishing a policy and direction regarding noise that is appropriate to Beverly Hills.

Many sources of noise and sound within an urban area cannot be controlled by a City. Noises associated with transportation -- airplanes, autos, etc. -- tend to be under the authority of Federal and State governments. However, in some cases the cities do have the authority to regulate noise sources.

This study is intended to be general in nature and, therefore, does not amount to a document that can be used to comply with Title 25, Chapter 1, Subchapter 1, New Article 4, New Section 1092 of the California Administrative Code.

A glossary of terms appears in Section 4.

1.2. Objectives of Element.

- To reduce noises from motor vehicles;
- To insure that future modes of transportation or new versions of existing modes meet acceptable noise levels;
- To provide a basis for noise evaluations which might be needed in conjunction with land use and construction matters and environmental impact report/studies;
- To create a greater awareness of the noise-associated problems among the public and elected officials and to provide guidance as to how they might be resolved; and
- To work jointly with appropriate agencies and/or jurisdictions to mitigate any noise problems in Beverly Hills.

2. PLAN.

2.1. Existing Situation.

As discussed in depth in Section 3. of this document, while no ambient noise level in Beverly Hills is in excess of that considered problematic to people, City noise levels are moderate. They are directly correlated with vehicular traffic, and, therefore, areas adjoining major streets have considerably higher ambient noise levels than others. Noise levels vary during the time of day; ambient noise levels at night are considerably lower than those during the day in Beverly Hills.

2.2. Existing Policies.

The City has adopted several policies on noise and acceptable noise levels that have been compiled in Ordinances 71-0-1403 (adopted August, 1970; revised September, 1970) and 72-0-1453 (adopted and revised in October, 1972). These policies include the following:

2.2.1. General. The City should take steps to:

- prohibit unnecessary, excessive, and annoying noise levels from all sources;
- curtail noise levels that are detrimental to the health and welfare of the citizenry;
- prosecute any person found guilty of causing excessive noise pursuant to the following factors:

  - the volume of noise;
  - the intensity of the noise;
  - whether the nature of the noise is usual or unusual;
  - whether the origin of the noise is natural or unnatural;
  - the volume and intensity of the background noise, if any;
  - the proximity of the noise to residential sleeping facilities;
  - the nature and zoning of the area within which the noise emanates;
  - the density of the inhabitation of the area within which the noise emanates;
  - the time of the day or night the noise occurs;
  - the duration of the noise;
  - whether the noise is recurrent, intermittant, or constant; and/or
  - whether the noise is produced by a commercial or noncommercial activity.

2.2.2. Vehicles.

It is unlawful to:

- operate any motor vehicle within the City so as to cause discomfort or annoyance; and/or
- repair, rebuild, or test any motor vehicle in such a manner as to cause discomfort to any person within a residential area of the City.

2.2.3. Railroads.

Operation of a railroad horn which is in excess of 89 decibels at a point 300 feet or more from the source is prohibited between the hours of 10:00 P.M. of one day and 7:00 A.M. of the next day.

2.2.4. Construction.

In Beverly Hills, it is against the law to operate equipment or perform any outside construction or repair work on any building, structure, pneumatic hammer, derrick, steam or electric hoist, or other construction type device, between the hours of 6:00 P.M. of one day and 8:00 A.M. of the next day, or at any time on any public holiday so as to cause discomfort or annoyance in a residential zone, unless beforehand a permit therefor has been obtained.

2.2.5. Special Sources.

It is illegal to:

- use or operate any radio receiving set, musical instrument, phonograph, television set, etc., between the hours of 10:00 P.M. of one day and 7:00 A.M. of the following day in a residential area to disturb the peace, quiet, and comfort of neighboring residents;
- exceed the ambient noise level at the property line of any property (or, if a condominium or apartment house, within any adjoining apartment) by more than five decibels;
- sell anything by public outcry within any area of the City zoned for residential uses;*
- use any drum, other percussion or musical instrument, or device of any kind for the purpose of attracting attention by the creation of noise within the City;*
- create any noise on any street, sidewalk or public place adjacent to any school, institution of learning, or church while the same is in use or adjacent to any hospital which noise unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital;
- keep or maintain any animal or fowl which, by any sound, cry, or behavior shall cause annoyance or discomfort; and/or
- operate any machinery, equipment, pump, fan air-conditioning apparatus, or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five decibels.

2.3. Standards.

This section describes two sets of standards that are most applicable to the concerns of Beverly Hills, given the situation described in Section 2.1. In addition to these, there are other standards that have not been enumerated as they do not directly affect Beverly Hills because the:

* Certain modifications to this are noted in Ordinance 71-0-1403.

- City does not contain certain facilities (e.g., airports, heliports, rapid transit, etc.); or
- standards are directed at manufacturers or developers and are related to the performance of certain products (e.g., sound generated by home appliances, etc.).

2.3.1. For City Noises.

Actual standards have not been developed regarding noises in Beverly Hills. However, the City Ordinances on noise imply policies and standards: That the ambient noise levels within Beverly Hills should not be increased by additional specific noise sources. (Ambient noise levels in Beverly Hills are plotted on Maps 2 through 5 in Section 3.0.)

2.3.2. For Motor Vehicles.

In order to curtail excessive noises and to create a healthy environment, the California Department of Motor Vehicles established the following standards effective January 1, 1973. These are based on measurements approximately 50 feet from the center of the roadway:

TABLE 1

California Department of Motor Vehicles Noise Standards (in dB(A))

Type of Vehicle	Vehicle Speed (in mph) Below 35 mph	Above 35 mph
Any with a manufacturer's gross vehicle weight rating of 6,000 lbs. or more, and any combination thereof towed by such motor vehicle	86	90
Motorcycles, other than motor-drive cycle	82	86
Others or any combination thereof towed by such	76	82

Source: California Department of Motor Vehicles, 1973.

Section 27160 governing the sale of new motor vehicles sets the following standards under test procedures established by the Department of Motor Vehicles.

Under this section of the Vehicle Code, by 1988, all vehicles sold in California will have to meet the 70-decibel standard.

TABLE 2

1988 California Department of Motor Vehicles Noise Standards (in dB(A))

Vehicle	Maximum Permitted Noise
Vehicle weighing 6,000 lbs. or more	
Mfd. before 1975	86
Mfd. after 1974 and before 1978	83
Mfd. after 1977 and before 1988	80
Mfd. after 1987	70
Motorcycle	
Mfd. before 1975	86
Mfd. after 1974 and before 1968	80
Mfd. after 1977 and before 1988	75
Mfd. after 1987	70
Other vehicle	
Mfd. before 1975	84
Mfd. after 1974 and before 1978	80
Mfd. after 1977 and before 1988	75
Mfd. after 1987	70

Source: California Department of Motor Vehicles.

2.4. Enumeration of Problems.

Beverly Hills has no noise levels which are in excess of health standards. Further, there are no noise sources that generate "unhealthy" noise levels on a regular or even infrequent basis. However, there is one major noise concern, and it will be discussed here: noise generated by vehicles, especially on major streets.

As noted in Section 3.3.3., and on Maps 1 through 4, the highest noise levels in Beverly Hills are those which occur along major streets and are generated by vehicular traffic. These noise levels are significantly greater than those in residential and even commercial neighborhoods adjoining these major streets. For example, only during the "noon period"* did the noise levels in the Business Triangle approximate those taken along the entire length of Wilshire Boulevard in Beverly Hills.

If noises from vehicles could be better controlled, the major source of noises in Beverly Hills could be mitigated, and, consequently, the environment of the entire City would be improved.

* "Noon period" is defined as 11:30 a.m. to 1:30 p.m.

2.5. Policies, Programs to Mitigate Noise Problem.

This section proposes a strategy which addresses the major issues and which recognizes practical limitations by which excessive noise could be mitigated in Beverly Hills. As with any specialized study, the recommendations must be considered in terms of their priority relative to other municipal projects competing for the City's attention and financial resources.

2.5.1. Continue Efforts to Discourage Through Traffic on Residential Streets.

As traffic volumes build, through traffic seeks alternative ways to bypass the major through streets. Although some relief may be temporarily provided, it is done at the expense of the residential streets which begins to function as traffic relievers.

Unless the issues underlying the need for traffic relievers is addressed, the problem simply continues to grow and the residential streets are sacrificed for no particular benefit.

As was pointed out in the proposal to discourage through traffic from residential streets on the South of Wilshire area, there are trade-offs which must be considered. Since traffic problems are not being solved by indiscriminate use of City streets for through traffic, it is believed to be extremely important to confine through traffic to certain streets and to continue efforts to solve traffic problems rather than to disperse them.

Since noise is directly related to traffic, and traffic noise is the major noise source in the City, it is believed that this recommendation, if implemented, would serve to protect those areas most vulnerable to the adverse effects of noise.

This is now being studied by the Traffic & Parking Commission as part of the Master Plan of Streets.

2.5.2. Construction of "Soundwalls" Along Major Streets.

2.5.2.1. General.

Pre-cast block "Soundwalls" have been successfully constructed along freeways in Southern California but not along arterial streets.[a/]

These walls cost about $100 per linear foot, are from 10 to 14 feet high and about eight inches thick.[b/] The walls lower the decibel readings in the adjoining area by about 15 points.

a/ Soundwalls may be seen along the San Bernardino Freeway (Interstate 10) near the Baldwin Avenue off-ramp (El Monte) and near the Grandview Avenue off-ramp of the Pomona Freeway (State Route 60) in the City of Montebello.

b/ Theoretically they could be four inches thick; the blocks are made at the wider thickness and thus are used by CALTRANS.

Currently, additional materials are being tested for use as "soundwalls". Plastic strips in chain link fences were determined by CALTRANS to be unsatisfactory because they cracked; now, the State is testing plexiglass walls, which are easier to install and cost less to purchase than the blocks.

In order to be effective, soundwalls cannot be "broken" or "interrupted". If they were, the noise would penetrate the neighborhood at these points. Hence, installations becomes problematic in an urban area such as Beverly Hills with a grid pattern.

2.5.2.2. As Applicable to Beverly Hills.

It is evident that due to the size and constraints which govern effective soundwalls, this offers a rather limited solution to the problem. The use of soundwalls within the City may be applicable to such areas in which the noise is considered excessive (the State is using a figure of 70 decibels as the basis for constructing soundwalls between freeways and adjacent residential areas) and the soundwall can be constructed in a manner which will be compatible with the surrounding area, so that the solution is not worse than the problem. The use of soundwalls may be appropriate if they can be integrated as part of structures.

The City currently requires that the walls of parking garages adjacent to residential areas be acoustically treated (Sec. 10-3.2633). There may be other instances in which such multiple purpose designs may be appropriate.

They may also be used in conjunction with a program to segregate residential traffic from commercial traffic, as is being studied as part of the South of Wilshire Circulation Study. In this instance, such soundwalls may be built and landscaped at the end of cul-de-sacs so as to provide a physical as well as noise barrier between areas.

2.5.3. Enforcement of Vehicle Noise Emission Standards.

The Beverly Hills Police Department is responsible for enforcement of noise emission standards for all vehicles using City streets. Currently, about one citation per day is issued for violations of this nature.

2.5.4. Enforcement of Noise Ordinances.

As vehicular noises increase, the City's role in enforcement of local ordinances, especially those which require noise insulation of interior structures from exterior noise, will become progressively more important. City staff is cognizant of this responsibility.

2.5.5. Regulation of Emergency Sirens.

Since the purpose of emergency sirens is to be heard above all else, they are designed to be annoying. Obviously, they would be used as sparingly as possible. State law requires that emergency sirens be at least 90 decibels at 100 feet. Some communities favor the werbling type since they are louder and presumably more effective. Beverly Hills Fire and Police Departments favor this type of siren.

2.5.6. Lend Support to Other Agencies Concerned with Noise Abatement.

On an ongoing basis, the City can coordinate its efforts and lend its support to those regional, state and federal agencies responsible for the development of standards, regulation and enforcement. In addition, we should seek opportunities to influence the development of uniform standards throughout the region and endorse efforts to promote new technologies.

Since many of the vehicles which traverse the City are publicly owned, we should encourage high standards for performance wherever possible. To the extent practi= cable, manufacturers of vehicles owned by the Southern California Rapid Transit District (SCRTD) or the 300 vehicles owned by the City should be encouraged to be pacesetters in the reduction of noise emissions.

3. BACKGROUND INFORMATION.

3.1. Basic Data.

The following should be considered when reviewing this section:

- noise readings were taken at specific sites; these readings were generalized to extend across similar areas: the readings are considered to be similar along the same street or in the same general area (given similar vehicular traffic and land use activity patterns).

- noise levels decrease with increased distance from the noise source; in many cases, this "fall off" is very rapid, especially if the noise source is "blocked" by structures or plants, etc.

- as a practical matter, it should be remembered that noise is a factor insofar as it is perceived by the human ear; if the noise reading area is a residential district with homes set back from the street and few pedestrians, it tends to be perceived very differently from an area where people congregate. For example, while in fact less noisy, people may perceive Wilshire Boulevard as more noisy than Sunset Boulevard simply because they walk, shop, and work in the area and the area is confined by structures and contains vehicles. The result is that more people are directly affected and perceive the noise level as greater.

- noise readings are composed of generalized "background" sounds and sounds related to specific sources such as vehicles. As "background" sounds decrease at night, specific noise sources increase relatively; and *vice versa*.

3.2. Procedures.

The Department of City Planning took noise-level readings at 69 points within the City of Beverly Hills to develop the State-required noise contours. The sites were selected because of their generic qualities relative to their:

- central location within a well-defined area or district of the City and/or

- location along major streets or in other areas of expected high noise generation.

These sites are plotted on Map 5.

Noise readings were taken during four time periods. This procedure led to the development of four contour maps because the intensity and contour distribution varied at different times during the day. Readings were taken during:

- mid-morning (9:30 A.M. to 11:30 A.M.);

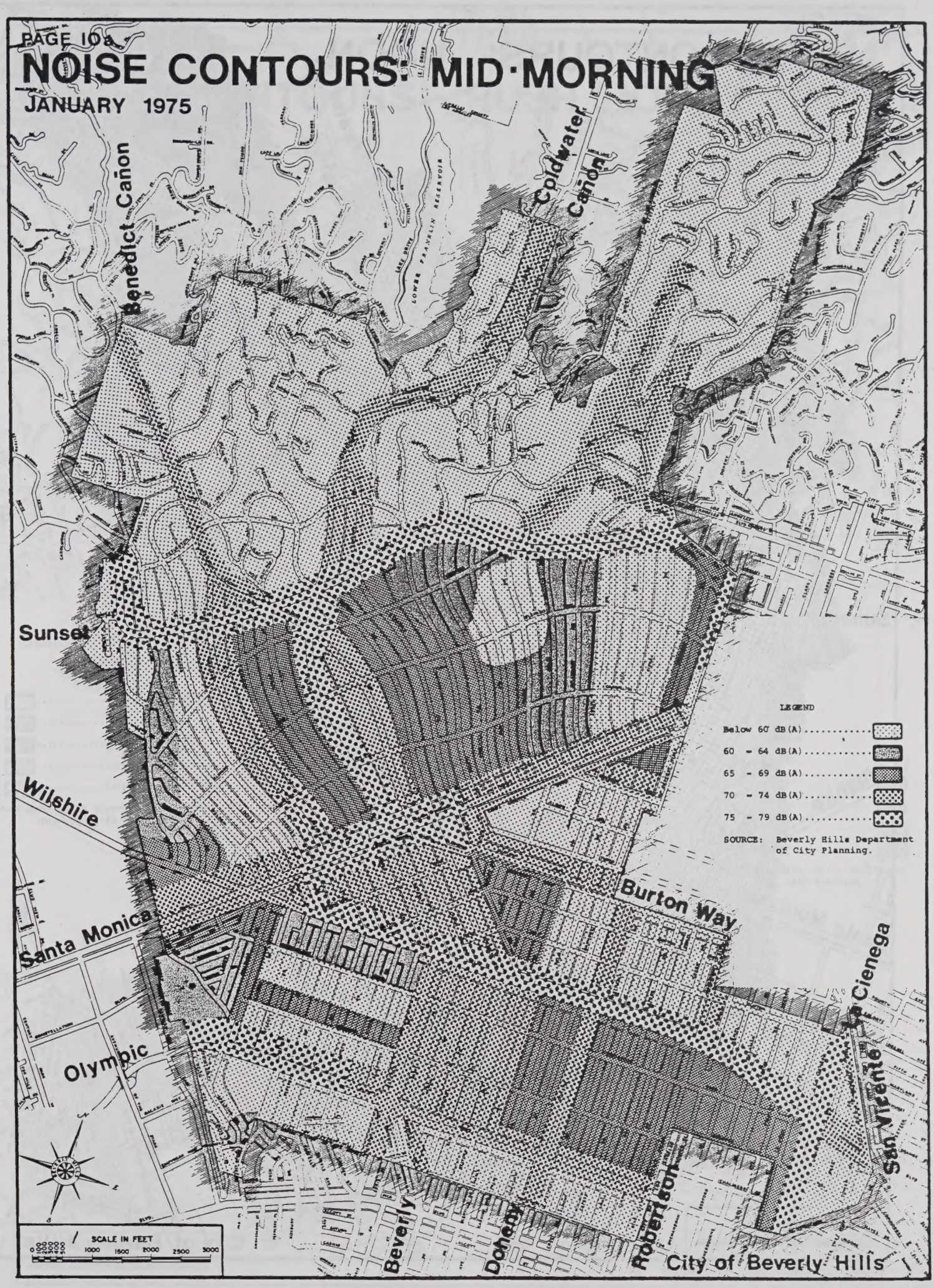
- noon (11:30 A.M. to 1:30 P.M.);

- "rush hour" (3:45 P.M. to 5:30 P.M.); and

- evening (7:00 P.M. to 9:30 P.M.).

NOISE CONTOURS: MID-MORNING

JANUARY 1975



NOISE CONTOURS: NOON

JANUARY 1975

NOISE CONTOURS: RUSH HOUR

JANUARY 1975

NOISE CONTOURS: EVENING

JANUARY 1975

PAGE 10d

Map 5

NOISE READING SITES

FIGURE

ACOUSTICAL SCALE

		dBA*	
LETHAL		–180–	
		–175–	
		–170–	
		–165–	
		–160–	
		–155–	
		–150–	
		–145–	
	Sonic Boom	–140–	
		–135–	
THRESHOLD OF PAIN		–130–	
	Jet Takeoff at 200′	–125–	
		–120–	
		–115–	Discotheque
PHYSICAL DISCOMFORT	Motorcycle at 20′	–110–	
		–105–	Power Mower
		–100–	
	Freight Train at 50′	–95–	Newspaper Press
	Propeller Plane Fly-over at 1,000′	–90–	Food Blender
		–85–	Electric Mixer
	Freeway Traffic at 50′	–80–	Washing Machine; Alarm Clock; Garbage Disposal; Electric Can Opener
		–75–	Office with Tabulating Machines
	Average Traffic at 100′	–70–	Vacuum Cleaner; Portable Fan
		–65–	Electric Typewriter at 10′
		–60–	Dishwasher Rinse at 10′; Air Conditioning Unit
		–55–	
		–50–	Normal Conversation at 12′
	Light Traffic at 100′	–45–	Refrigerator
		–40–	
		–35–	Library
		–30–	
		–25–	
		–20–	Motion Picture Studio
		–15–	
		–10–	Leaves Rusting
		–5–	
THRESHOLD OF HEARING		–0–	

* The unit of sound is the decibel (dB). The loudness of sound is typically measured using a sound meter, the A-Scale of which corresponds closely to the way the human ear perceives sound.[2] Thus the sound level for noise evaluations is frequently expressed in dBA.

Readings were taken in decibels (A scale) (dB (A)). The A scale was used because it most reflects noise as perceived by the human ear.

Five 1-minute readings were taken at each site during each of the four periods of the day. Within each period, these five readings were averaged and a mean was developed. This mean was used in preparing the contour maps.

3.3. Data from Noise Readings/Contour Maps.

3.3.1. Relatively Low Noise Levels.

Relative to other urban areas, Beverly Hills has low levels of noise. The highest readings taken were 79 dB(A)s and these occurred in the area near:

- Sunset Boulevard and Canon Drive during "noon;"
- Santa Monica Boulevard near the Beverly Hilton Hotel during "rush hour;"
- Beverly Drive and Olympic Boulevard during "rush hour;" and
- La Cienega Boulevard south of Wilshire Boulevard during "rush hour."

Other relatively high noise readings were taken at the following sites:

- 78 dB(A)s:
  - Benedict Canon Drive at Leona Drive during "noon;" and
  - Wilshire Boulevard at Bedford Drive during "rush hour."
- 77 dB(A)s:
  - Sunset Boulevard at Canon Drive during "mid-morning;"
  - Santa Monica Boulevard at Bedford Drive during "mid-morning;"
  - Elevado and Doheny Drives during "noon;"
  - Wilshire Boulevard and Bedford Drive during "noon;" and
  - Benedict Canon and Leona Drive during "evening."

Given its urban nature, all Beverly Hills readings are relatively low. Within Los Angeles City, for example, noise readings taken were as high as 90 dB(A)s.

3.3.2. Noise Levels Within "Health Limits."

As the Figure shows, physical discomfort occurs at about 100 dB(A)s. No Beverly Hills noise readings approximate this figure. Hence, noise levels throughout Beverly Hills do not adversely affect good health. (See Figure.)

3.3.3. Noise Levels Positively Correlated with Vehicular Traffic.

The parcels abutting streets which have the heaviest traffic loads tend to have the highest noise levels. The correlation is not perfect. Streets with the greatest traffic counts do not necessarily have the highest noise readings; nevertheless, the general correlation is valid and may be clearly seen on the contour maps.

The following streets have high noise readings: Coldwater Canon, Beverly, and Doheny Drives and La Cienega, Sunset, Santa Monica, Wilshire, and Olympic Boulevards.

The Table below illustrates this correlation. The streets with the highest noise readings are shown; the streets with the highest traffic counts are cited also.

TABLE 3

Streets with Highest Traffic Counts and Their Noise Readings*

Street	General Traffic Count (ADT)	General Noise Reading in dB(A)
Wilshire Boulevard	51,000	75
Olympic Boulevard	44,000	77
Santa Monica Boulevard	42,000	76
La Cienega Boulevard	38,900	79
Sunset Boulevard	35,800	73

Sources: Beverly Hills Departments of City Planning and Traffic & Parking, January, 1975. Compiled by Beverly Hills Department of City Planning.

* Noise readings and traffic counts have been generalized, i.e., an average for the entire street has been developed. Specific noise readings appear in Appendix.

3.3.4. Noise Levels/Contours Vary During Day.

Noise levels vary during the day. As a result, the contour pattern also varies, and in a manner one might expect. During the time of greatest traffic loads, the noise levels are the highest; during the evening, when traffic is less, noise levels are lower.

The relative variation in noise levels is great in many areas. Table 4 illustrates this.

TABLE 4

Variation in Noise Levels, Selected Sites *

Site	"Midmorning"	"Noon"	"Rush Hour"	"Evening"	Variation (Hi - Lo)
Loma Vista Drive and Drury Lane	73	71	72	58	15
Lexington Drive and Hartford Road	52	70	61	75	23
Bedford Drive and Brighton Way	74	74	73	60	14
Canon Drive near Gregory Way	71	66	61	49	22
Beverly Green and Spalding Drives	63	63	62	50	13

Source: Beverly Hills Department of City Planning, January, 1975.

* Complete noise readings for all sites and all time periods appear in the Appendix.

The noise variation seems to be especially pronounced in residential areas which have high traffic levels during the day. These include the area south of the Business Triangle and that adjoining Beverly, Canon, and Coldwater Canon Drives north of Santa Monica Boulevard.

Noise readings along major streets are relatively consistent during the day and this is reflected on the following Table:

TABLE 5

Noise Readings Along Major Streets, Selected Sites *

Site	"Midmorning"	"Noon"	"Rush Hour"	"Evening"	Variation (Hi - Lo)
Sunset Boulevard and Bedford Drive	75	76	71	75	4
Wilshire and Santa Monica Boulevards	71	71	76	71	5
Wilshire and San Vicente Boulevards	71	76	76	75	4
Santa Monica Boulevard and Doheny Drive	72	75	74	70	5
Olympic Boulevard and Beverly Drive	72	74	79	70	9

Source: Beverly Hills Department of City Planning, January, 1975.

* Complete noise readings for all sites (including those along major streets) and all time periods appear in the Appendix.

There is no Page 15 in the Noise Element

Because of these fluctuations, the contour pattern does change during the day, even though it remains basically the same, that is, the parcels abutting major streets tend to remain "noisier" than others, however, within that general framework, there is alteration: For example, the noise contours pattern in the:

- Residential area between Sunset and Santa Monica Boulevards changes dramatically;

- Business Triangle and surrounding areas fluctuate.

3.3.5. Industrial Area Very "Quiet."

The light industrial area of Beverly Hills is relatively "quiet." Noise readings during "midmorning" when they ought to be the highest -- were only 57 dB(A)s. In Los Angeles County, readings of 67 dB(A)s are common in industrial areas.*

3.3.6. Railroad Noise Infrequent But Significant.

Although relatively infrequent, railroad service to Beverly Hills is a source of significant noise. The frequency of rail service and, therefore, the noises generated from it vary pursuant to the demands of the establishments in the industrial areas. Rail noises in Beverly Hills are typically 88 dB(A)s at 50 feet. Noise levels are relatively low because the railroads move at a slow rate of speed in Beverly Hills. A substantial portion of rail service occurs during the evening or nighttime when "background" noise levels are lower, thus, noises generated are perceived as greater.

* An increase of 10 dB is perceived as two times as much noise to the human ear.

4. GLOSSARY OF TERMS.*

Ambient Noise - The level of noise that is all-encompassing within a given environment, being usually a composite of sounds from many and varied sources near to and far from the observer. No specific source is identified in the ambient.

Community Noise Equivalent Level (CNEL) - The CNEL in dB(A) is the adjusted noise exposure level for a 24-hour day. It is a noise measurement scale which accounts for noise source, distance, single event duration, single event occurrence frequency, and time of day. It is a combination of separate daytime, evening, and nighttime equivalent noise levels with weighting factors applied to evening and nighttime values. The adjustment approximately accounts for the lower tolerance of people to noise during the evening and nighttime periods relative to the daytime period.

A-Weighted Sound Pressure Level (dB(A)) - A method of sound measurement which assigns weighted values to selected frequency bands in an attempt to reflect electronically how the ear responds to sound. The A-Weighted Sound Pressure Level (dB(A)) is a quantity in decibels read from a standard sound level meter that is switched to the weighting network labeled "A". The "A" weighting network discriminates against lower frequencies according to a relationship approximating the auditory sensitivity of the human ear at moderate sound levels.

Day-Night Average Sound Level (Ldn) - A combination of daytime and nighttime "A" weighted noise levels with the nighttime values weighted further to account for the lower tolerance of people to noise during the nighttime period relative to daytime period. Ldn is approximately 1/2 dB lower than the estimated CNEL value, and can be considered synonymous with CNEL.

Noise Attenuation - The attenuation of a material substance or medium refers to its ability to reduce the noise level (acoustic) from one position to another. Noise attenuation can be specified, in decibels, as a noise transmission loss.

Noise Contours - A line connecting equal levels of noise intensity as measured on a particualr scale as dB(A).

Noise Impacted Area - Area affected by unusually high levels of noise. Generally, a criterion level is stated in decibels which has been weighted for frequency and time, e.g., 120 dB(A), CNEL 65, Ldn 65.

Noise Sensitive Land Uses - The more sensitive land uses include: residential, schools, libraries, churches, hospitals, auditoriums and outdoor recreation areas. These typify land uses whose suitability is restricted by intrusive noise, hence are termed "noise sensitive." Noise sensitivity factors include: interference with speech communication; subjective judgments of noise acceptability and relative noisiness; need for freedom from noise intrusion; and sleep interference criteria. Also considered are noise complaint history and compatible building construction.

* Source: County of Los Angeles, Preliminary Noise Element, 1974.

Performance Standards, Noise - Measured criteria for maximum emission of noise from a source. Noise performance standards for stationary land uses are usually applied at the lot line.

Statistical Level (L50) - The L50 statistical noise level is exceeded 50 percent of the time during which the measurement was made.

Safety

Safety

Note: On March 6, 1976, by Resolution No. 76-R-5427, the Beverly Hills City Council adopted pages 1 through 7 of this document.

SAFETY ELEMENT ABSTRACT

1. Impetus: State requirement.

2. Existing Situation.

2.1. During the last decade, the number of fires in Beverly Hills has declined, but the total dollar losses resulting from fires has increased slightly.

2.2. Most fires in Beverly Hills are in residential structures (about 60 percent of all fires); of these, slightly more than one-half are in multi-family structures (1974/1975).

3. Existing Policies.

3.1. Uniform Building Code, Chapter 3, Title 3. Standards of fire-related matters of building construction.

3.2. Insurance Services Organization (ISO). Measures municipality's ability to protect itself from major fires and conflagrations.

3.3. National Fire Protection Association (NFPA). Publishes nationally recognized standards for fire protection, such as the time temperature curve.

4. Issue: Evaluate the adequacy of the service now provided and identify improvements which might be necessary.

5. Proposed Solution.

5.1. The overall level of service is considered to be very good for municipal fire safety. The Fire Department points out, however, that although the capability to fight a fire in a highrise building exists, the ability to fight such a fire should be reinforced so as to be at a level consistent with the overall level of service provided. This would require either greater protection built in to highrise structures or additional fire fighting equipment for highrise fires.

5.2. At such times as deemed appropriate, the overall level of service could be improved via modifications to the Building Code, or the staff and equipment of the Fire Department, or both. (The Beverly Hills Fire Department is especially concerned about their ability to fight fires in medium or highrise structures.) Methods to achieve these goals are cited in the Fire Department's Master Plan for Fire Protection (not adopted).

TABLE OF CONTENTS

1. INTRODUCTION.

1.1. Purposes of Element.

This document is one of the nine State-required elements that must be included in the general plans of all jurisdictions in California. It is supposed to serve two purposes:

- To guide decision-makers relative to policy matters associated with safety and
- To provide decision-makers and the public with accurate data on safety factors within the jurisdiction.

The document follows the format suggested by the State and is intended to fulfill the requirements of the State law. There is one important exception to this: Because geologic hazards were discussed in the Seismic Safety Element,* they are not included here.

1.2. Objectives of Element.

- To identify and adopt a system of adequate fire protection which will serve the specific needs of the City of Beverly Hills.
- To provide the optimum level of fire protection for the City of Beverly Hills.
- To produce the maximum cost-benefit ratio for fire protection expenditures.
- To coincide with and reinforce the goals of the City's General Plan.
- To define and prioritize Fire Department programs.
- To clarify fire protection responsibilities of all City Departments and other private and governmental agencies.
- To provide a framework for measuring effectiveness of fire protection system.
- To establish a system for revision and updating fire protection system.
- To protect life and property by preventing hazardous fires.
- To prevent loss of life and property from uncontrolled hazards such as fire, panic, explosions, physical entrapments, floods, dangerous chemicals and gases, and radioactive materials.
- To provide paramedical services as necessary for preservation of life.
- To provide a trained and properly equipped personnel cadre for natural or wartime disasters.

* Adopted October 7, 1975, Resolution 75-R-5326.

2. PLAN.

The Beverly Hills Fire Department is effectively serving the needs of the community, and this is reflected by several facts. First, the Department has an overall rating of "3" by the Insurance Services Office (ISO) that is considered very good.

Further, since fire protection levels have improved during the last decade, the City has requested that the ISO review their status and consider a rating to reflect the improved capacities. Now, the City has a better system of water supply, water storage, and water mains.

(The Insurance Services Office (ISO) ranks each municipality in the United States. They rate them on a scale from "1" to "10" with "1" as best. These ratings are based on the ability of a municipality to protect itself from major fires and conflagrations (fire department equipment and manpower, water storage and distribution system, etc.)).

Secondly, in only 1.2 percent of the cases of 1973-1974 has the Beverly Hills Fire Department needed the supplementary help of the County or City of Los Angeles Fire Departments.

The Beverly Hills Fire Department's prevention strategy seems to be effective. The number of fires has decreased by 42 percent from a high of 202 in 1967 to 84 in FY 1973-1974. 84 fires amount to the lowest number of fires that were recorded for the entire 1964-1973/1974 decade. And, finally, in constant 1973-1974 dollars, the total dollar loss from fires has increased only slightly. For example, in 1967 constant dollars, in 1967, there was a loss of $334,371 and in 1973/1974, there was a loss of $364,849, or an increase of 9.1 percent.

In the future, the City may wish to improve its fire fighting abilities. The figure illustrates a strategy available to the City to achieve this goal. The figure is based on improving the City's fire rating and increasing either the Department's abilities to fight fires or to improve the fire-related features of building construction in Beverly Hills or both.

As shown on the figure, to improve the rating and, therefore, the fire fighting effectiveness of the City, consideration should be given to:

a. Improving the Building Code regarding fire-related matters. For example, automatic sprinkler systems could be required in all commercial or office structures. Automatic smoke (products of combustion) detectors could be required in all multiple and single-family dwellings.

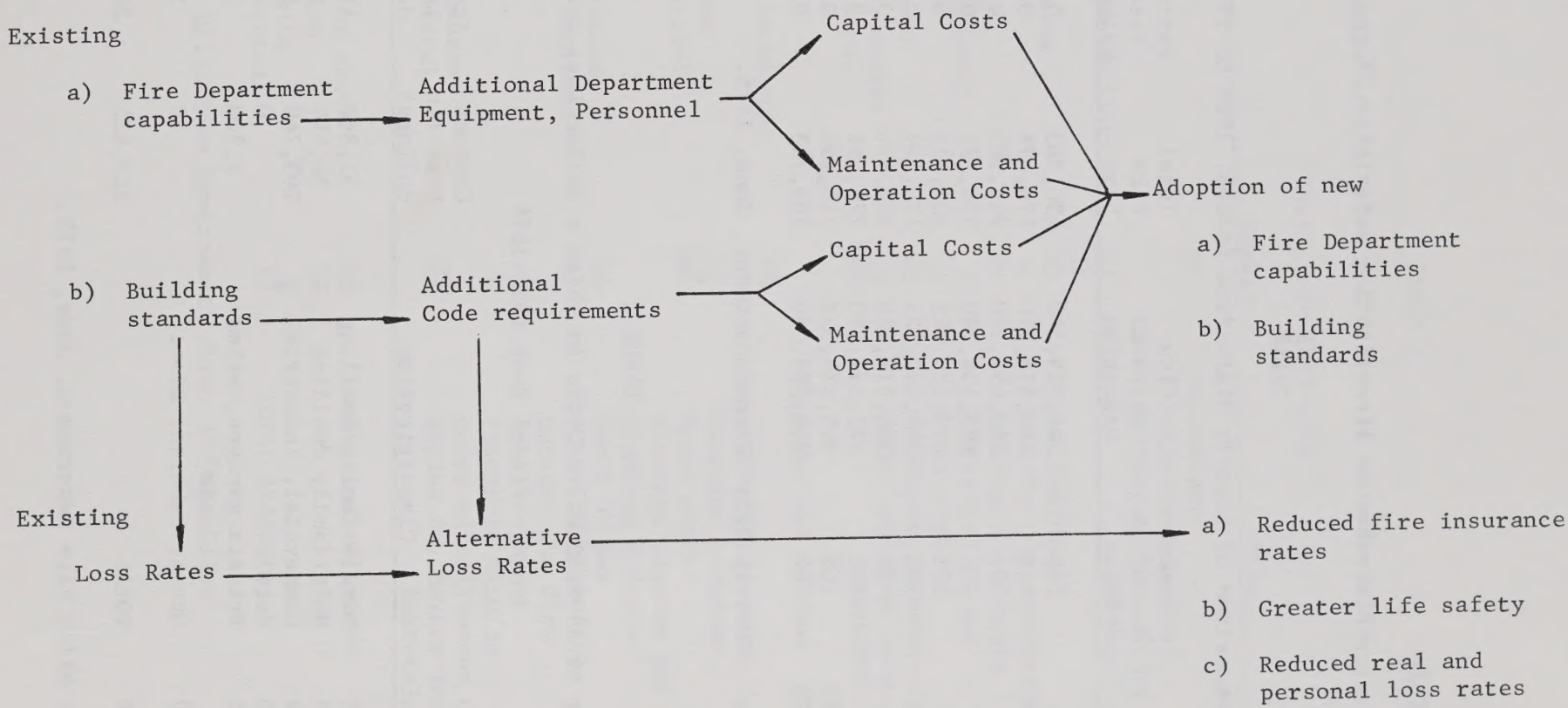
b. Improving the Fire Department's capabilities.

c. Combination of a. and b.

The Fire Department's Master Plan for Fire Protection enumerates methods to achieve a. and b. above. This document is now being reviewed by the Office of the City Manager.

Figure

Strategy for Reevaluation of Fire Capabilities



Source: Beverly Hills Department of City Planning, October, 1975.

3. BACKGROUND DATA.

The following tables describe the fire fighting activities of the Beverly Hills Fire Department.

TABLE 1

Comparison of Beverly Hills Fire Losses, 1964 to 1975

Year	Number of Fires	City Assessed Valuation	Total Fire Loss	Percent of Assessed Valuation
1964	145	241,513,140	430,563	0.18
1965	148	250,518,770	176,476	0.07
1966	196	293,493,580	942,905	0.32
1967	202	295,139,390	334,371	0.11
1968	131	297,326,921	137,515	0.04
1969	108	295,642,822	170,251	0.05
1970	99	306,514,469	183,860	0.06
1971	101	322,541,205	773,555	0.24
1972-73	100	345,418,422	315,290	0.09
1973-74	84	349,289,060	568,743	0.16

Source: Beverly Hills Fire Department, June, 1975.

TABLE 2

Summary of Beverly Hills Fires in which a Dollar Loss Occurred,

Fiscal Year 1973-1974

Fires Number	Fires Percent	Classification	Content Loss (in dollars)	Structural Loss (in dollars)	Combined Loss (in dollars)
22	26.2	Single-family dwelling	52,365	102,300	154,665
25	29.8	Multifamily dwelling	54,990	53,350	108,340
10	11.9	Commercial, Industrial	203,760	52,160	255,920
0	0.0	Hotels	0	0	0
6	7.1	Private garages, other buildings	9,300	19,330	28,630
21	25.0	Grass, rubbish, misc.	10	21,178	21,188
84	100.0	TOTAL	320,425	248,318	568,743

Source: Beverly Hills Fire Department, June, 1975.

TABLE 3

Summary of All Fires and Alarms in Beverly Hills,

Fiscal Year 1973-1974

Type	Number
Bomb Scares	20
Electrical	
Fluorescent light ballasts	27
Electric motors	22
Electric appliances	35
Transformers	6
Defective wiring	19
Air conditioning motor	3
Clothes dryers	2
Street power lines	11
Other electrical causes	3
Subtotal	128
False Alarms	
Malicious and mischievous	62
Honest mistakes	31
Accidental alarms	11
Subtotal	104
Heating	
Defective appliances	20
Gas ignited or exploded	11
Candles	1
Barbecues	1
Fireplaces	9
Other heating causes	1
Subtotal	43
Housekeeping	
Grease in oven or stove	35
Trash and rubbish	24
Other housekeeping	8
Subtotal	67

Type	Number
Incendiary	
Malicious mischief	20
Deliberate incendiary	18
Subtotal	38
Motor Vehicle	
Backfire in carburetor	38
Smoking and matches	4
Electrical causes	28
Motor accident	1
Overheated transmission	0
Other vehicular causes	21
Subtotal	92
Smoking and matches	18
Miscellaneous alarms	
Gasoline washdown	54
Smoke scares	99
Elevator rescues and other	41
Plumbing defects	52
Smell of gas	33
Other outdoor fires	12
Outside the City	14
Grass or brush	11
Flammable liquids	2
Other miscellaneous causes	62
Engine Co. Rescue (medical)	545
Subtotal	925
Undetermined causes	31
TOTAL ALARMS	1466

Source: Beverly Hills Fire Department, June, 1975.

Several policies or standards affect fire protection in Beverly Hills. These include the following:

- Beverly Hills Municipal Code Chapter 3, Title 3 (Fire Code). Uniform Building Code. Standards on fire-related matters of building construction.

- Insurance Services Office (ISO). A municipality's capability to protect itself from major fires and conflagrations.

- National Fire Protection Association (NFPA). Standard flashover time (time temperature curve) reference Page 8-6 and many other standards.

- Water storage and distribution system including size of mains and fire hydrants.

4. GLOSSARY OF TERMS.

Standard flashover time. The time required for combustible materials within a confined area to flash over. Refers to the NFPA time temperature curve, page 8-6 or 8-133.
Example: at 600° confined combustibles, flashover occurs in five minutes.

Seismic Safety

Note: On March 7, 1975, by Resolution No. 75-R-5326, the Beverly Hills City Council adopted pages 1 through 26 of this document.

SEISMIC SAFETY ELEMENT ABSTRACT

1. Impetus: State requirement.

2. Existing Situation.

2.1. At least two fault lines are in Beverly Hills: the Santa Monica Fault, which traverses the entire City about 300 yards south of Santa Monica Boulevard, and the Newport-Inglewood Fault, a fissure which enters the southern portion of Beverly Hills.[1/]

2.2. Most of the City (all land south of Sunset Boulevard) is in alluvium, the most unstable geologic soil type in this region.

2.3. Some has been "filled" and landslides are possible.

3. Existing Policies: None.

4. Problems: Possible loss of life and/or damage to property because of:

4.1. Fault movement.

4.2. Ground shaking.

4.3. Liquefaction.

5. Proposed Solutions.[2/]

5.1. Adopt Standards on Acceptable Levels of

5.1.1. Risk.

5.1.2. Aseismic construction.

5.2. Review Optimal Land Use Considerations.

5.3. Develop a Strategy, including a program to remove or upgrade structures below a certain aseismic level.

6. Environmental Impact (i.e., impacts if Element were implemented). An EIR was developed that concluded that there would be no significant impacts. (There could be significant ones pursuant to the proposed development of a strategy.)

1/ The precise alignment of the faults is now being mapped by the State and USGS.

2/ As with any specialized study, the recommendations must be considered in terms of their priorities relative to other municipal projects competing for the City's attention and financial resources.

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1. INTRODUCTION.

1.1. Purposes of Element.

This document is one of the nine State-required elements that must be included in the general plan. It is supposed to serve as a guide to minimize damage to property, bodily injury or death, or other adverse impacts that could result from seismic activity.

The document follows the format suggested by the State and is intended to fulfill the requirements of the State law.

Prior to 1933, development decisions were made without concern to seismic factors. Even after that date, many decisions were made without adequate seismic input or without the aid of modern technology. This Element is designed to provide additional data to assist members of the City Council, City Commissions, staff, and the general public to evaluate matters related to seismic activity by establishing a policy and direction regarding seismic matters that is appropriate to Beverly Hills.

A glossary of seismic terms appears in Section 4. A description of the Richter Scale and illustrations of types of fault movements are included in the Appendices.

1.2. Objectives of Element.

- To summarize seismic data related specifically to Beverly Hills so as to develop a body of information for use by the 1) City's decision makers and citizens as appropriate, and 2) by the citizens in lessening the potential impacts of seismic activities.

- To strive to create methods to ensure that structures for human occupancy -- especially critical structures (hospitals, police and fire departments) -- are designed to minimize potential damage from seismic activity.

- To serve as one input in determining future land use patterns of Beverly Hills.

- To verify that the City's emergency communications network remains functional after major seismic activity.

2. PLAN.

2.1. Existing Situation.

The location of faults and geologic formations in and near Beverly Hills is noted and discussed in Section 3. of this document. Data in this Section confirms the already-known conclusion that there is a significant chance that Beverly Hills would be affected by seismic activity in the future.

2.2. Existing Policies.

The City has no official policy related to seismic activity. However, the Beverly Hills Department of Building & Safety does enforce most of the earthquake-related regulations of the Uniform Building Code (Section 2314 of the Code).* (This Section has been reproduced in Appendix B.)

Beverly Hills deviates from this Code in one significant way: the lateral force required by the Uniform Building Code for medium and/or high rise structures is one times the deadload; in Beverly Hills the requirement has been increased by the Department of Building & Safety to 1.5 times the deadload. This change was done to insure a stronger, more seismic resistant building.

2.3. Standards.

The Joint Committee on Seismic Safety of the California Legislature has recommended a scale of acceptable risk and this is included on Table 1.

Construction standards are included in the Uniform Building Code. (See Section 2.2. and Appendix B.) Aseismic (anti-earthquake impact) construction standards originally came into use in Southern California after the 1933 Long Beach Earthquake; and as new technology and construction methods have been developed, they have been updated and altered frequently.

2.4. Enumeration of Problems.

The seismic problems are enumerated and discussed in Section 3. and include the following: Probable loss of life and/or damage to property because of:

- Fault movement;

* The 1970 Uniform Building Code was adopted by the City as Ordinance No. 71-0-1405 (with certain modifications). The 1973 edition of the Code (latest edition) has not yet been adopted; currently, the Department of Building & Safety is reviewing this newer edition in preparation of adoption.

TABLE 1

A Scale of Acceptable Risks

Importance Factor	Level of Acceptable Risk		Extra Project Cost Probably Required to Reduce Risk to an Acceptable Level
1	Extremely Low[1/]	Structures whose continued functioning is critical, or whose failure might be catastrophic: nuclear reactors, large dams, power intertie systems, plants manufacturing or storing explosives or toxic materials, freeway interchange structures and large toll bridges.	No set percentage (whatever is required for maximum attainable safety)
2	Slightly higher than under level 1	Structures whose use is critically needed after a disaster: important utility centers; hospitals; fire, police, and emergency communication facilities; fire stations; and critical transportation elements such as bridges and overpasses; also smaller dams.	5 to 25 percent of project cost[2/]
3	Lowest possible risk to occupants of the structure[3/]	Structures of high occupancy, or whose use after a disaster would be particularly convenient: schools, churches, theaters, large hotels, and other high-rise buildings housing large numbers of people, other places normally attracting large concentrations of people, civic buildings, secondary utility structures, extremely large commercial enterprises, most roads, alternative or non-critical bridges and overpasses.	5 to 15 percent of project cost[4/]
4	An "ordinary" level of risk to occupants to the structure	The vast majority of structures: most commercial and industrial buildings, small hotels and apartment buildings, and single family residences.	1 to 2 percent of project cost, in most cases (2 to 10 percent of project cost in a minority of cases)[5/]

Source: Meeting the Earthquake Challenge, Final Report to the Legislature, State of California, by the Joint Committee on Seismic Safety, January, 1974. Part One: A Comprehensive Approach to Seismic Safety, p. 9.

N.B. Not all "Types of Structures" are applicable to Beverly Hills development patterns.

1/ Failure of a single structure may affect substantial populations.
2/ These additional percentages are based on the assumption that the base cost is the total cost of the building or other facility when ready for occupancy. In addition, it is assumed that the structure would have been designed and built in accordance with current codes. Moreover, the estimated additional cost presumes that structures in this acceptable-risk category are to embody sufficient safety to remain functional following an earthquake.
3/ Failure of a single structure would affect primarily only the occupants.
4/ These additional percentages are based on the assumption that the base cost is the total cost of the building or facility when ready for occupancy. In addition, it is assumed that the structures would have been designed and built in accordance with current codes. Moreover, the estimated additional cost presumes that structures in this acceptable-risk category are to be sufficiently safe to give reasonable assurance of preventing injury or loss of life during an earthquake, but otherwise not necessarily to remain functional.
5/ "Ordinary risk": Resist minor earthquakes without damage; resist moderate earthquakes without structural damage, but with some non-structural damage; resist major earthquakes of the intensity or severity of the strongest experienced in California, without collapse, but with some structural as well as non-structural damage. In most structures, it is expected that structural damage, even in a major earthquake, could be limited to repairable damage. (Structural Engineers Association of California)

- Ground shaking associated with seismic activity. The probability of significant adverse impact is increased because most of the geologic foundation (i.e., soil) of the City is of alluvium -- the least stable type found in the Los Angeles Region; and

- Liquefaction associated with seismic activity. The groundwater level in many portions of Beverly Hills is relatively high; especially because of the alluvium, the probability of liquefaction is increased, thus causing a significant adverse impact.

2.5. Policies, Programs to Mitigate Seismic Problems.

This section proposes a strategy which addresses the major issues and which recognizes practical limitations by which excessive seismic concerns could be mitigated in Beverly Hills. As with any specialized study, the recommendations must be considered in terms of their priority relative to other municipal projects competing for the City's attention and financial resources.

2.5.1. Map Precise Location, Width of Santa Monica Fault.

The precise location of the Santa Monica Fault in Beverly Hills -- including its actual width and the minimum area that is likely to be directly affected by fault movement -- is now being mapped by the State Division of Mines and Geology and the U S Geologic Survey. The study will be completed in June, 1976. Data from it would enable staff to locate the minimum area which would be directly affected by the Fault if seismic activity occurred in Beverly Hills or along the Santa Monica Fault, and the information would be useful in undertaking the following steps.

2.5.2. Adopt Standards.

2.5.2.1. On Acceptable Levels of Risk.

Upon completion of precise mapping, the City should evaluate the costs associated with construction in accordance with various levels of risk in order to determine levels of acceptable risk and then adopt standards pursuant to acceptable levels of risk. These should be incorporated into the Municipal Code and enforced in both existing and proposed construction. In addition to the format cited in Table 1 of this document, consideration should be given to developing different standards pursuant to proximity to the Fault: Structures on or near the Fault might be required to have more stringent standards than those further distant from it. This procedure might result in the division of Beverly Hills into several areas relative to land uses and distances from the Fault; and this could be mapped and treated in a similar manner as the City's setback map.

2.5.2.2. On Acceptable Levels of Aseismic Construction.

The Department of Building & Safety should propose a set of acceptable aseismic construction standards. (It is probable that the existing criteria are satisfactory. See Section 2.2. and Appendix B.)

2.5.3. Review Optimal Land Use Considerations.

Consideration should be given to seismic factors by the Department of City Planning when preparing a land use plan so as to recommend development types which would minimize potential loss to life and property. Although of limited value for existing construction, it may be advisable to consider as an optimum condition for new construction that no structures be allowed on the Fault, and structures within one-eighth mile of it should not be regularly occupied by people unless of at certain aseismic construction level. (This could become mandatory along the Santa Monica Fault pursuant to the Alquist-Priolo Bill.)

Such a standard may well be impractical or undesirable for Beverly Hills, even though it might be optimum relative to seismic factors. As the Map shows, if implemented, much of the Business Triangle would be affected, and approximately 3,350 dwelling units would be included in this area. (See Table 2.) Therefore, the City's financial structure would be impacted severely.

The costs to the City to implement the ideal proposal of removing all structures from the quarter mile limit would be staggering; and the City could probably not afford to undertake the project, even if it were desirable. At a minimum, there would be costs to the City for land acquisition, structure demolition, and relocation.

Given the impracticality of removing development of the half-mile wide "fault strip" which geologists feel is optimal, the contents of Section 2.5.2. becomes especially significant for Beverly Hills: it proposes that acceptable levels of risk be structured not only relative to land use and activity but also pursuant to distance from the Fault.

Certain land use inputs may be possible, however. For example, it might be feasible to remove construction now atop the Fault line. The California Division of Mines Geology estimates that the width of the Santa Monica Fault through Beverly Hills is about 100 feet. If the City chose to prohibit all structures atop the Fault, a strip wider than 100 feet would have to be developed. Table 2 illustrates an estimate of the number of residential units that would be demolished.

2.5.4. Development of Strategy.

The City should then develop a practical, realistic strategy which would lessen the chances of seismic problems in Beverly Hills. The specific goals of this would be to 1) bring construction quality up to a certain aseismic level, 2) consider removal of structures upon the Santa Monica Fault, and 3) be harmonious with the City's adopted disaster plan.

TABLE 2

Estimate of Number of Units and Number of Structures

Within One-Eighth Mile of the Santa Monica Fault in Beverly Hills

Subarea	Type of Unit	Number of Structures	Number of Units	Average Number of People/ Dwelling Unit[a/]	Estimate of Total Number of People Displaced[b/]
South of Santa Monica Boulevard, north of Burton Way, east of Alpine Drive	Single family detached	6	6		10.9
	Multi-family[c/]	85	1,434	1.82	2,609.9
South of Burton Way, east of Crescent Drive	Single family detached	63	63		114.7
	Multi-family[c/]	5	123	1.82	223.9
South of Wilshire Boulevard, east of Spalding Drive	Single family detached	30	30		63.3
	Multi-family[c/]	50	388	2.11	818.7
South of Santa Monica Boulevard, west of Spalding Drive	Single family detached	0	0		0
	Multi-family[c/]	94	1,297	2.11	2,736.7
TOTAL		333	3,347	N.R.	6,578.1

Source: Beverly Hills Department of City Planning, May, 1975.
N.B. Includes units only partially within "strip."
N.R. Not relevant.

a/ Source: 1970 U.S. Census of Population. (Data for entire census tract.)
b/ "Number of Units" times "Average Number of People/Dwelling Unit."
c/ Includes condominiums, row houses, etc.

2.5.4.1. Removal/Upgrading of Structures: Need.

Structures built before 1933 were built prior to the current earthquake standards for construction; and, although they have survived earthquakes, may have sustained structural damage which, together with their age, tend to be less resistant to potential earthquakes. Therefore, they may be more hazardous to life. In Beverly Hills, about 25 percent of the commercial/office structures were built before this date; and most of these tend to have arch ribs or Summer Bell trusses, both of which have high ceilings which are anchored with bolts at the column. Because the columns may not be made of reinforced concrete or masonry, the joints could separate during seismic activity and the roof and/or wall of a structure could collapse. A row of these structures could move back and forth together and, therefore, reinforce each other; or they could collapse simultaneously. This depends on the strength and direction of movement, etc.

Certain post-1933 structures may be hazardous to life, also. For example, only one structure in Beverly Hills was so badly impacted by the 1971 earthquake that it had to be demolished; it was built in 1941.

The Department of Building & Safety is concerned about these older structures. A study is contemplated to note the quality of each and recommend demolition or rehabilitation, as necessary. Such a program has been successfully undertaken by the City of Long Beach and is being considered in the City and County of Los Angeles.

The soil under any structure in Beverly Hills may be subject to liquefaction. (See Section 3.3.3.3.) In 1971, at least two did suffer adverse impacts because of this activity. The Department of Building & Safety has increased its requirements to avoid such adverse impacts. A study of the aseismic qualities of older buildings could also include a discussion of the propensity for the adverse impacts associated with liquefaction.

Pursuant to seismic considerations, Beverly Hills' public structures tend to be in good condition. Even City Hall (constructed in 1931) remains within the acceptable risk levels.* The structures housing the City's emergency operations -- Fire and Police Departments -- are probably in good condition and should not be made dysfunctional because of seismic activities.

A complete analysis could be done of the aseismic levels of public structures, especially those safety facilities needed in the event of seismic activity (fire, police).

2.5.4.2. Removal/Upgrading of Structures: Program.

A program should be developed to encourage owners to redevelop parcels. This could be done via a bonus system in the Zoning Ordinance that would offer developers greater site coverage or height in exchange for complying with the new aseismic standards.

* City Hall was constructed with reinforced concrete and, therefore, exceeded 1931 building code requirements.

The City could join with other jurisdictions to encourage the County Tax Assessor to give a special tax incentive to property owners who would upgrade their parcels for this purpose. (There would have to be a change in the State Constitution to achieve this. Nevertheless, there seems to be interest in pursuing this goal by major jurisdictions including San Francisco.)

Finally, consideration must be given to handling those situations which are believed to be hazardous or in excess of the levels of acceptable risk as adopted by the City and the property owners are noncooperative. The potential need for condemnation and police power should be evaluated.

2.5.4.3. Consideration of Removal of Structures.

All else equal, the most severe seismic impact to structures is to those directly on the Fault. Therefore, geologists advocate removal of structures on known faults or traces. After mapping the Santa Monica Fault, a cost-benefit study of this proposal could be done to see the implications to Beverly Hills if it were to implement this minimal goal. The study should evaluate not only costs to the City but also include such factors as:

- loss of property and sales taxes;
- disruption of the commercial/office fabric of the City;
- disturbance to the already problematic vehicular circulation system; and
- effect of new standards for aseismic construction pursuant to acceptable levels of risk for structures atop faults.

2.5.4.4. Compatibility with Adopted Disaster Plan.

The City of Beverly Hills adopted an Emergency Plan on April 1 (Ordinance 75-0-1567). This plan includes procedures for responding to all types of extreme situations, including disruptive seismic activity. It was approved by the State Office of Emergency Services prior to its adoption by the City. Studies proposed herein should be compatible with this Plan.

3. BACKGROUND INFORMATION.

3.1. Geomorphology (Geologic Topography).

The City of Beverly Hills is located on a portion of the Coastal Plain of Los Angeles County at the base of the Santa Monica Mountains. The topography varies significantly, as both coastal flatlands and mountainous terrain are included within the City boundaries. The lowest point within the City is at Olympic and La Cienega Boulevards near La Cienega Park (elevation 120 feet above sea level); and the highest point is 1400 feet above sea level along Carla Ridge Drive in the Trousdale Estates section.

The topography of the City tends to be relatively flat south of Santa Monica Boulevard. The land slopes at about 2.0 percent to the southeast. At Santa Monica Boulevard and Moreno Drive the elevation is 270 feet above sea level; at Robertson Boulevard and Whitworth Drive the elevation is 135 feet above sea level.

Between Santa Monica and Sunset Boulevards as well as in the mouths of Benedict and Coldwater Canyons, the terrain slopes at between 2.3 and 2.6 percent (steeper in the northeast portion) to a height of approximately 375 feet above sea level at Sunset Boulevard. North of Sunset Boulevard most areas are composed of relatively hilly terrain with some slopes reaching 42 percent. (See Map 1.)

3.2. Principal Geologic Formations.

Geologic soils are related to the topography discussed in Section 3.1., and they are described on Table 3 and Map 2.

Most of the geologic foundation of Beverly Hills is in alluvium. These are porous and move very easily during seismic activity. This type of soil tends to amplify damage during seismic activity. North of Sunset Boulevard, minor amounts of area are in Monterey Shale; and the remaining geology is composed of Santa Monica slate and granitic rocks. All of these latter types are relatively stable and do not easily move during seismic activity.

3.3. Faulting.

3.3.1. Systems.

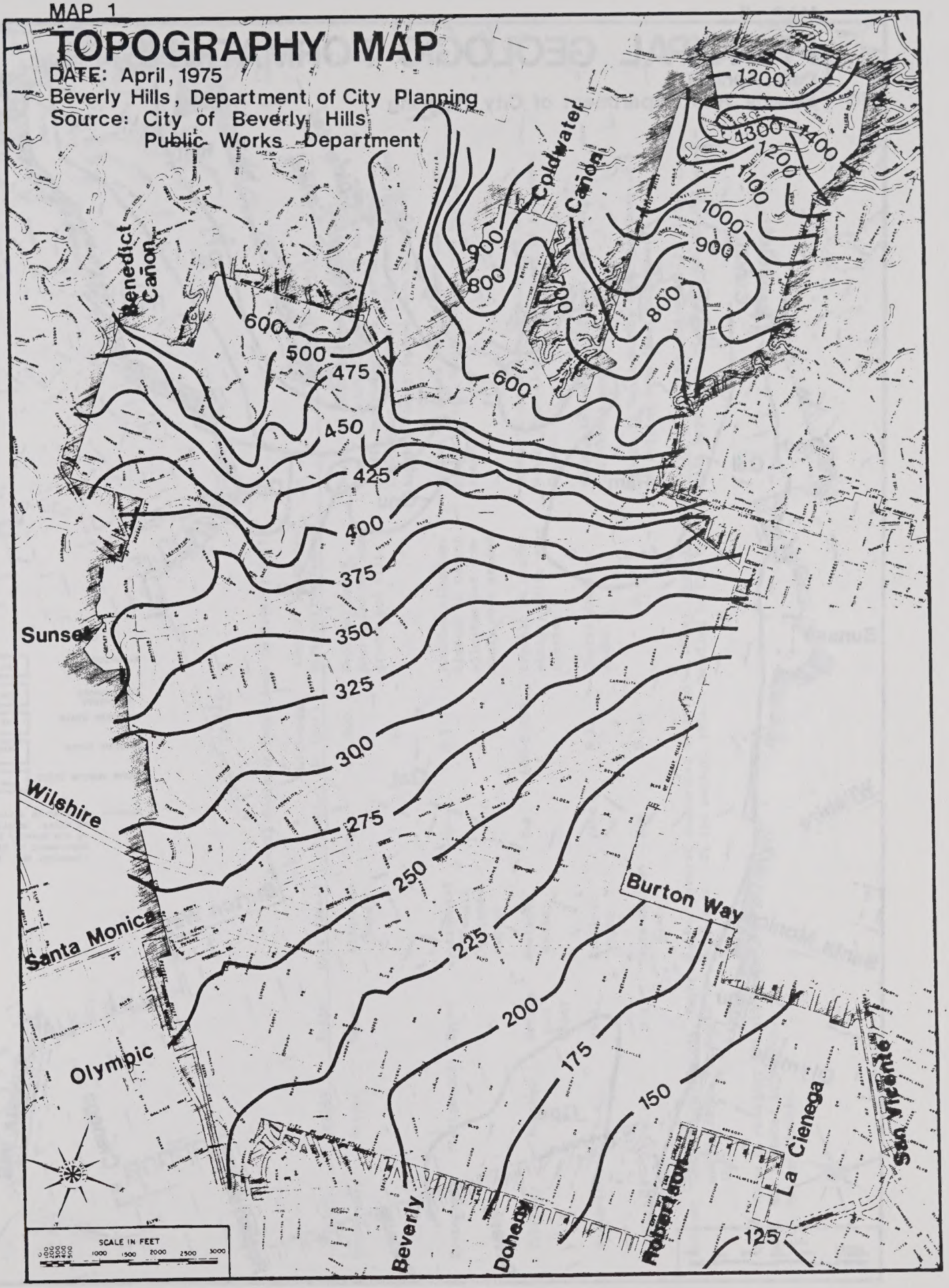
Most parts of California and all portions of Los Angeles County contain active faulting systems. Hence, Beverly Hills is subject to seismic activity of various types from an abundance of fault systems which encircle or bisect it. (See Map 3.)

Of all faults in the region, the San Andreas and Newport (Beach)-Inglewood systems are the most well known and considered to be potentially the most disruptive. Each has had major seismic activity in the past: in 1906, the San Francisco Earthquake occurred along the San Andreas Fault and in 1933, the Long Beach Earthquake occurred on the Newport (Beach)-Inglewood Fault.

MAP 1

TOPOGRAPHY MAP

DATE: April, 1975
Beverly Hills, Department of City Planning
Source: City of Beverly Hills
Public Works Department



MAP 2

PRINCIPAL GEOLOGIC FORMATIONS

Date: April, 1975

Beverly Hills, Department of City Planning

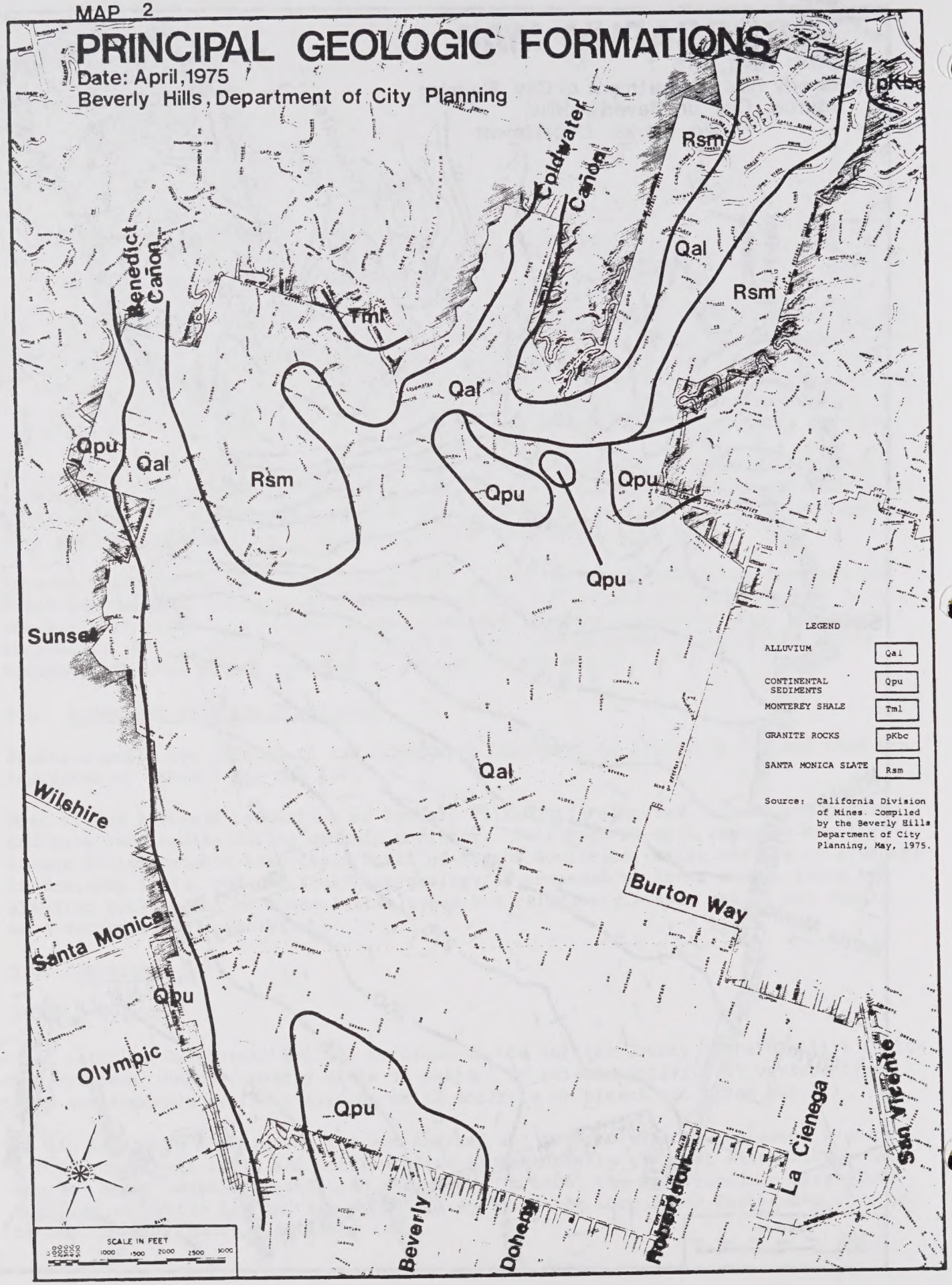


TABLE 3

Principal Geologic Formations in Beverly Hills

System	Series	Stage	Unit (Name)	Symbol	Thickness (in feet)	General Character, Distinctive Features	General Comments
Quaternary	Recent	Upper	Alluvium (Sand)	Qal	0-1,000	Unconsolidated, poorly sorted sand, gravel and silt.	Source of sand and gravel for aggregate; clay for brick. Important as water reservoir and subsurface channelways. Found throughout low level, flat portions of Los Angeles County (areas once underwater).
Quaternary	Pleistocene	Upper	Continental sediments (various names)	Qpu	N.I.	Reddish alluvium. Similar to recent alluvium but commonly more eroded.	Common in Santa Monica, West Los Angeles, Hancock Park, Mid-Wilshire, and West Adams areas.
Tertiary	Miocene	Middle and Upper	Monterey shale	Tml	600-2,000+	Organic to cherty shales, white weathering	Common along sides of mouths of Santa Monica Mountains canyons west of Coldwater Canyon.
Jurassic	N.A.	N.A.	Granitic rocks	pKbc	N.I.	Quartz dioritic rocks.	Common in portions of most Southern California mountains.
Triassic	N.A.	N.A.	Santa Monica slate	Rsm	N.I.	N.I.	Common in Santa Monica Mountains west of La Collina Road (West Hollywood).

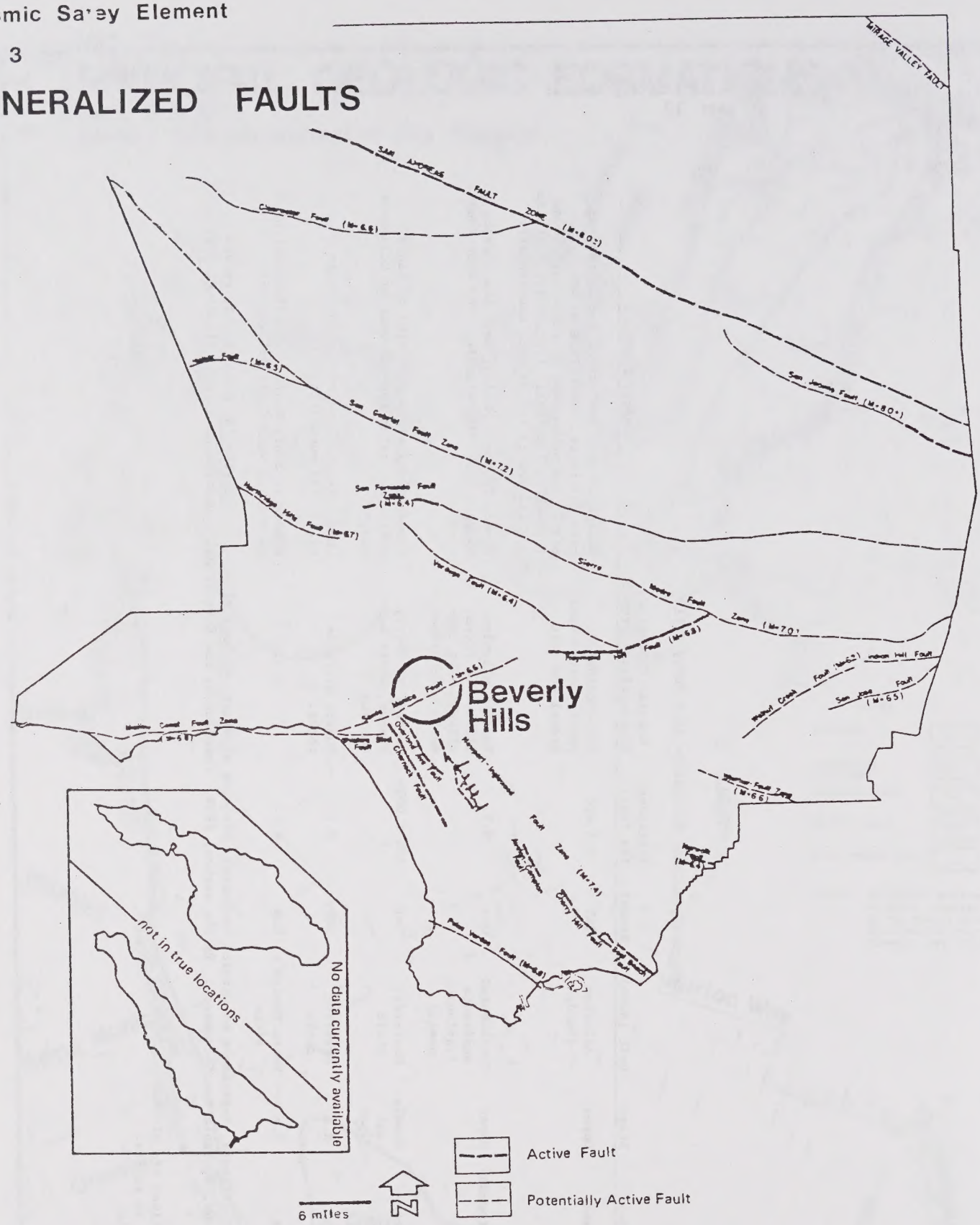
Source: State of California, Department of Natural Resources, Division of Mines, Geology of Southern California, Guide No. 2, Figure 2, and Guide No. 3, Table 1. Sacramento: By the author, 1954. Compiled by the Beverly Hills Department of City Planning, May, 1975.

N.B. These formations are plotted on Map C.
N.I. Not included in source.
N.A. Not applicable.

Seismic Safety Element

Map 3

GENERALIZED FAULTS



note: (M) signifies the estimated maximum credible earthquake, Richter magnitude

note: The purpose of this map is to show, for land-use purposes only, the approximate locations of active and potentially active faults as defined by the 1973 edition of Special Publication 42, Policies and Criteria of the State Mining and Geology Board (Alquist-Priolo Geologic Hazards Zones Act.)

This map is considered a working document and should be updated as new data become available. Its preparation relied on evaluation of published information. The location of faults shown on the map was taken from the State of California, Division of Mines and Geology State Map Series.

A discussion of this map and its implications is found in the text of the report.

The Santa Monica Fault system bisects Beverly Hills, running about 300 yards south of Santa Monica Boulevard. This fault, which may be part of the Malibu and/or Raymond Faults, has had no recorded seismic activity; however, it is generally labeled as "potentially active."[1/] Theoretically, it could cause severe damage to Beverly Hills because of its location.

Table 4 summarizes miscellaneous data for the most important fault systems in the County. Despite the fact that most are not located in or near Beverly Hills, seismic activity along any of these could have impact upon the City.

3.3.2. Movement Types.

Faults move in a variety of ways. Los Angeles County fault movement types are labeled in Table 4, and they are illustrated and described in Appendix C.

3.3.3. Modes of Earthquake Damage.[2/]

3.3.3.1. Ground Shaking. This can cause the most widespread damage because it affects the largest geographical area of any types of earthquake damage. (Ground shaking associated with the 1906 San Francisco Earthquake, for example, affected about 370,000 square miles.)

3.3.3.2. Surface Faulting. (Fault rupture at surface, e.g., change in surface elevation along fault or portion thereof.) Includes development of grabens (trenches), scarps, fractures or pressure ridges which are visible. Sometimes a gradual slippage occurs. (The 1857 Fort Tejon Earthquake developed a right-lateral displacement of 30 feet.)

3.3.3.3. Ground Failure (i.e., Ground Instability).

- Liquefaction: "Sudden large decrease of shearing resistance of cohesionless soil, caused by a collapse of the structure by shock or strain, and associated with a sudden but temporary increase in the pore fluid pressure. It involves a temporary transformation of material into a fluid mass."[3/] Liquefaction is a potential problem in Beverly Hills. Groundwater is very high in the area south of Santa Monica Boulevard, especially in the blocks east and west of La Cienega Boulevard. Because of this, the Beverly Hills Department of Building & Safety has placed certain sturctural requirements on buildings. (See Section 3.4)

- Fracturing, cracking, fissuring, generally produced from ground shaking, settling, landslides, etc., resulting from the earthquake. This could occur in any area of Beverly Hills although it has not happened during recorded history.

1/ See Table 4 for definition of "potentially active" and more data.
2/ A fourth type -- seismic sea waves and seiches -- is unlikely to affect Beverly Hills.
3/ Definition of the American Geological Institute.

TABLE 4

Active or Potentially Active Known Faults in Los Angeles County

Active/ Potentially Active	Name	Maximum Credible Earthquake Magnitude[1/]	Approximate Distance to Beverly Hills (in miles)[2/]	Historic Maximum Reading[1/]	General Characteristics[3/]	Other[1/]
Active[4/]	Newport (Beach)-Inglewood	7.10	5 to south	6.3	Series of an echelon northwest-tending, vertically-dipping faults extending from southern edge of the Santa Monica Mountains southwestward to the offshore area near Newport Beach.	Cause of Long Beach Earthquake, March, 1933; other activity recorded as high as 4.90.
	San Andreas	8.25	36 to east	8.0	Vertical fault plain with a right lateral sense of movement. Approximately 750 miles long extending from the Gulf of California to Cape Mendocino.	Cause of San Francisco Earthquake, April. 1906; other recorded activity as high as 5.50.
	Raymond[5/]	6.80	14 to east	None Recorded	Northeast-southwest-tending fault 16 miles long; serves as a ground water barrier near Pasadena.	
	Norwalk	6.30		4.7	High-angle reverse fault, dipping to the north in east-central Los Angeles County.	
	San Fernando	6.60	14 to north	6.4	East-west-tending fault associated with lateral movements in the northern San Fernando Valley.	Cause of San Fernando Earthquake of February, 1971. (6.8)
	San Jacinto	7.50	36 to east	6.5	Northwest-tending complex series of right-lateral faults extending from the eastern San Gabriel Mountains through Borrego Valley.	
Potentially Active[6/]	Clearwater	6.6	36 to north	None Recorded	East-west-tending fault approximately 28 miles long, located in the Leona Valley and merging with the San Andreas Fault.	
	Holster	6.50	33 to north	None Recorded	Southward dipping, sharply folding reverse fault near Piru Creek west of Saugus.	
	Indian Hill	6.20	36 to east	None Recorded	In Claremont area.	
	Santa Monica or Malibu Coast[7/]	7.00	0	None Recorded	North-dipping thrust fault that extends from West Hollywood to Leo Carrillo Beach and then seaward into ocean.	Probably cause of 1972 Point Mugu Earthquake.
	Mirage Valley	6.20	66 to northeast	None Recorded	Northwest-southeast-tending vertical fault in northeast Los Angeles County.	
	Northridge Hills	6.70	15 to north	None Recorded	Either more than one fault plane or splintering faults, which align and possibly blend with Santa Susana Fault complex in the Northridge District of the San Fernando Valley.	
	Palos Verdes	6.80	18 to south	4.0	9.5-mile long northwestward fault running between Malaga Cove and Los Angeles Harbor in the Palos Verdes area.	Cause of numerous small (less than 4.0) earthquakes.
	San Gabriel	7.20	15 to east	None Recorded	84-mile long fault extending from Frazier Park (Ridge Route area) to Mount Baldy Village.	
	San Jose	6.20	30 to east	None Recorded	In Pomona-Claremont area; fault runs in a southwesterly direction.	
	Sierra Madre	6.50	19 to east	4.9	Series of an echelon moderate angle, north-dipping, reverse faults (thrust faults).	May be part of San Fernando Fault system, and, therefore, capable of 6.60.
	Verdugo	6.40	9 to northeast	None Recorded	Northwest-tending, north-dipping fault and a low-angle, reverse fault in Glendale area.	
	Walnut Creek	6.20	24 to east	None Recorded	Northeast-southwest-tending fault 10 miles long in northeast part of San Jose Hills near Walnut.	
	Whittier	7.60	23 to southeast	None Recorded	Northwest-tending fault zone that bisects the Puente Hills/	

Footnotes From TABLE 4

Source: State of California, Department of Natural Resources, Division of Mines, Geology of Southern California; Regional Planning Commission, Los Angeles County General Plan: Seismic Safety Element: Proposed Element, Draft Environmental Impact Report, 1974. Compiled by the Beverly Hills Department of City Planning, May 1975.

N.B. Those faults are plotted on Map 3.

1/ Readings are pursuant to Richter scale. (See Appendix A.)
2/ Distance to closest point on fault system, not necessarily location of epicenter if (when) seismic activity were to occur.
3/ Movement types are defined and illustrated in Appendix C.
4/ "Active" is defined by California Council on Intergovernmental Relations in the General Plan Guidelines as follows:

> A fault that has moved in recent geologic time and which is likely to move again in the relatively near future. For geological purposes, there are no precise limits to frequency of movement or probable future movement that define an "active fault." Definitions for planning purposes extend on the order of 10,000 years or more back and 100 years or more forward. The exact time limits for planning purposes are usually defined in relation to contemplated use and structures.

5/ The Raymond Fault is considered as a separate fault system from the Santa Monica and/or Malibu ones here. They may be the same system in fact.
6/ "Potentially Active" is defined by the Association of Engineering Geologists as follows:

> These faults are those, based on available data,along which no known historical ground surface ruptures or earthquakes have occurred. These faults, however, show strong indications of geologically recent activity.

7/ These may be two separate fault systmes; or they may be related to the Raymond Fault. It is unknown. See Footnote 4/.

- Compaction, Subsidence, and Uplift. These factors tend to be most prevalent in flat, inland valleys recently depleted of groundwater; therefore, the potential effect in Beverly Hills is not too great. Nevertheless, subsidence might occur along the La Cienega drain.

3.4. Groundwater and Perched Water (Underground water).

Groundwater levels may affect the impact of seismic activity: the higher the groundwater level, the greater the probability of the occurrence of liquefaction. (See Section 3.3.3.3.) Groundwater in Beverly Hills is situated in layers of water-bearing materials known as aquifers which are divided by several geological features. The deposition of water-bearing materials occurred during the Pleistocene period and are known as the San Pedro and Lakewood formations.

The Los Angeles County Flood Control District maintains several wells in Beverly Hills and West Hollywood. Groundwater levels are monitored at these sites. As illustrated on Table 5, the groundwater level is extremely high near the La Cienega drain; and it is relatively high in most parts of the flatlands of the City (e.g., 23.0 feet in Roxbury Park). The high groundwater level increases the probability of liquefaction during seismic activity.

TABLE 5

Groundwater Levels In and Near Beverly Hills

Site	Depth (in feet)	Well Number	Date of Reading
La Cienega Boulevard-Clifton Drive	10.7	2623D	November, 1974
Roxbury Park	23.0	2594B	October, 1974
Melrose Avenue near Westbourne Drive	82.0	2621	January, 1975

Source: Los Angeles County Flood Control District. Compiled by the Beverly Hills Department of City Planning, May, 1975.

Perched water is underground water that lies between the groundwater and the ground level. It is erratic and does not form a solid layer, but is frequently found in the alluvium sector of Beverly Hills. The presence of perched water increases the probability of liquefaction during seismic activity.

3.5. Slope Stability.

Slope stability is a product of various factors including topography and geomorphology, soil type, and geologic foundation. (Except for soil type, these factors are discussed in Sections 3.1. through 3.3. Soil type is described in Appendix D.) Slope stability is affected by such elements as development patterns (e.g., terracing slopes for housing "pads"): rain and water runoff, which can cause erosion; and seismic activity, which could lead to landslides.

According to the Los Angeles County Engineer, slope stability in Beverly Hills varies and is basically related to geologic foundation. In the area composed of alluvium (generally south of Sunset Boulevard) -- the flatter parts of the City -- slope instability is obviously not a problem. Most portions of Beverly Hills hillside areas north of Sunset Boulevard are of Santa Monica slate; and these are characterized by the County Engineer as having "high" or "moderate" lanslide potential. The variation tends to be related to development patterns with the more "scarred" areas tending to be more susceptible to erosion and landslide.

3.6. Land Use and Population Distribution.

3.6.1. Land Uses and Activities.

The distribution of land uses and activities can affect the potential impact of seismic events. If all else is equal, the impact on lives and property will be greater in more densely developed areas. Table 6 summarizes land uses in Beverly Hills (1974) and indicates several things relative to seismic considerations:

- Beverly Hills is primarily developed in single family detached residential uses (almost three-fourths of all land). This is the least dense of all developed land uses; and, therefore, during a seismic disturbance, it is the easiest from which to safely egress. It is also the safest because of its low profile: the lower the roof of the structure, the less the chance of falling debris.

  While not reflected on the Table, the multiple family and commercial districts of Beverly Hills are developed in a relatively low density manner. Apartments tend to be two to three stories in height, and typical floor area ratios are 2.0:1. Along Wilshire Boulevard, in the heart of the City's Business Triangle, with one or two exceptions, buildings do not exceed 110 feet in height (approximately 10 stories); and the floor area ratio is about 9:1. On Rodeo Drive and other business streets, the height of structures tends to be below 35 feet and contain a floor area ratio of 2.0:1 to 3:1. (In Downtown Los Angeles, the floor area ratios reach 18:1; and completed sturctures are as high as 625 feet or 52 stories.)

- There is virtually no large area of undeveloped land, and there is relatively little parkland (2.6 percent). These two land uses tned to remain relatively unaltered during a seismic event.

TABLE 6

Summary of Land Uses in Beverly Hills, 1974

(Net acres)[1/]

	Acres	Percent
Residential		
Single Family	2,053.0	74.4
Multiple Family	229.6	8.3
Commercial	267.4	9.7
Industrial	3.9	0.1
Educational	53.4	2.0
Public and Quasi Public[2/]	33.5	1.2
Parks	73.5	2.7
Religious, including schools, etc.	6.5	0.2
Vacant Land	38.2	1.4
Total	2.759.0	100.0

Source: Beverly Hills Department of City Planning, Original Field Work, September, 1974.

1/ Excludes approximately 870 acres of public streets.
2/ Figure includes utilities.

In addition, there are two other features of Beverly Hills' land use development pattern which are related to seismology:

- Franklin Canyon Reservoirs. Two earth-fill dams exist in Franklin Canyon north of the City Limits; if these dams failed during a seismic event, it would impact on the north Beverly Drive-lower Coldwater Canyon districts of Beverly Hills. It is impossible to gauge the exact impact as it is related to the strength and direction of the earthquake, and the level of water in the Reservoirs, etc.

  The Los Angeles (City) Department of Water and Power, owners and operators of the two Reservoirs, plan to replace both because they are substandard relative to modern requirements. DWP intends to start construction on the new Lower Franklin Canyon Reservoir in Spring, 1977, and to be finished with it in 20 to 24 months. Replacement of Upper Franklin Canyon Reservoir has not been shceduled, but will be after that.

  The new reservoirs will be earth-filled and, therefore, of the same type as those that now exist. The new dam for the lower reservoir will be in a slightly different location than now; but the reservoir will hold about the same cubic yards of water.

- Filled land. Significant portions of the hilly areas north of Sunset Boulevard have been developed on filled land which is more subject to movement during a seismic disturbance. (See Map 4.) Before 1971, and especially prior to 1953, the quality of many Beverly Hills "fill" sites varied.

  Fill tends to be less stable because it is usually not secured as well as natural landforms.

  There is no realistic way to improve the fill while a structure remains on it. However, if the parcel is to be subdivided or redeveloped, the Department of Building & Safety requires an engineering, a geology, and a soils report if it suspects the fill or soils to be insecure; and, if verified, the fill would be improved and brought up to current requirements.

3.6.2. Population Distribution.

The more dense the population, the greater the probability that people will be affected during a seismic event. Beverly Hills' resident population exhibits a relatively low density both in terms of numbers of people per acre and relative to the number of people per dwelling unit; and this is a positive factor pursuant to seismic matters.

As Table 7 illustrates, Beverly Hills' density is lower than that of Los Angeles County; and it varies within different areas of the City. The per gross acre density is lower in those areas with larger parcels and without multiple family units (e.g., Hawthorne-Trousdale and El Rodeo-Benedict). And the per unit family size is lower in those areas composed in part by multiple family units (e.g., Beverly Vista and Horace Mann).

There is no data on the size of the population of Beverly Hills (i.e., shoppers plus employees plus daytime residents plus vehicle occupants, etc.). Of course, it is this maximum population that could be most impacted. Nevertheless, given the relatively low density nature of the City, adverse impact to life would probably be less than in other portions of the region such as in the Mid-Wilshire District or Downtown Los Angeles.

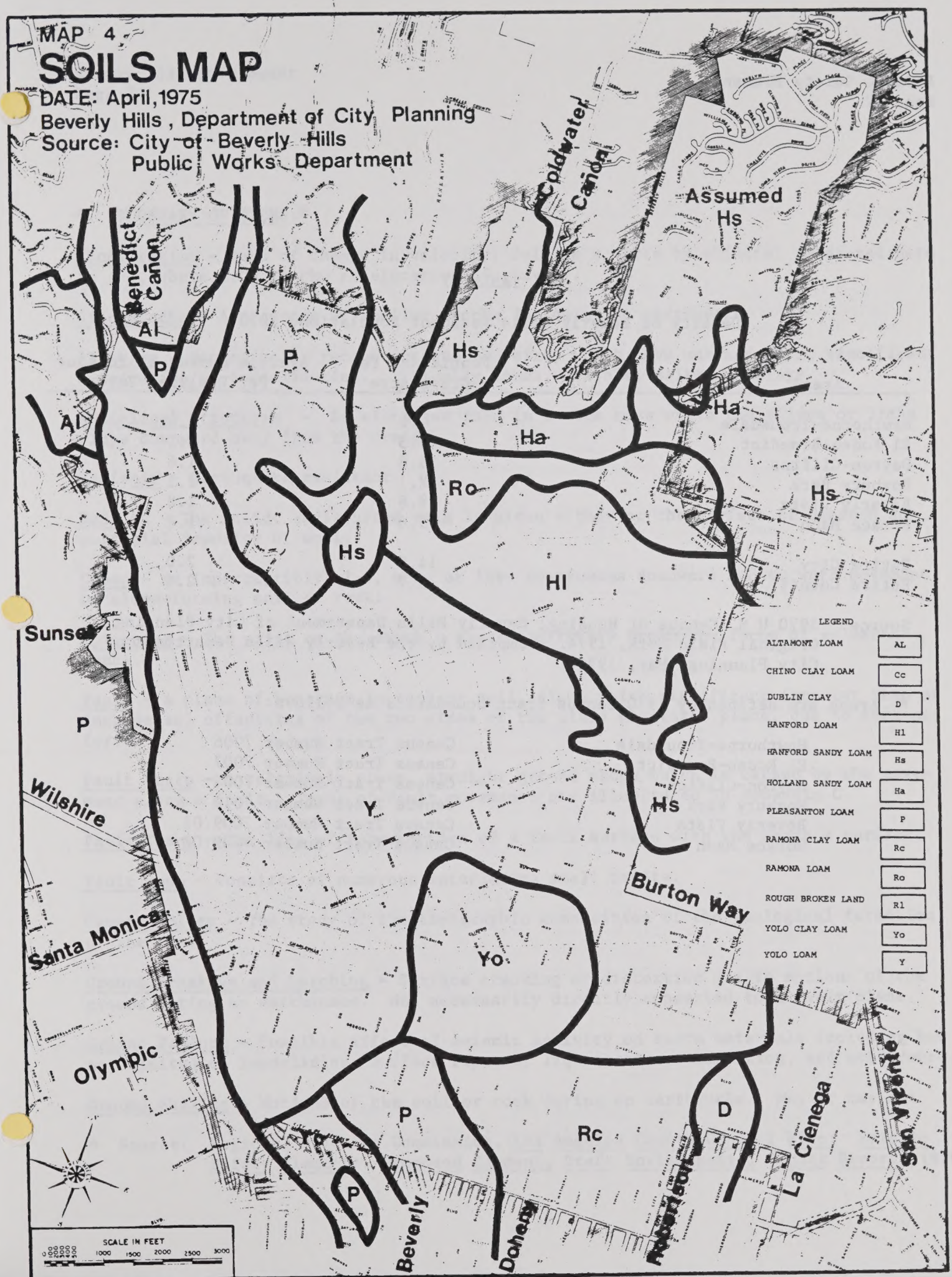

MAP 4
SOILS MAP
DATE: April, 1975
Beverly Hills, Department of City Planning
Source: City of Beverly Hills
Public Works Department
Coldwater Canon
Assumed Hs
Benedict Canon
Al
P
Hs
Ha
Ro
Hl
Sunset
Wilshire
Y
Burton Way
Santa Monica
Yo
Olympic
Rc
D
La Cienega
San Vicente
Beverly
Doheny
LEGEND
ALTAMONT LOAM AL
CHINO CLAY LOAM Cc
DUBLIN CLAY D
HANFORD LOAM Hl
HANFORD SANDY LOAM Hs
HOLLAND SANDY LOAM Ha
PLEASANTON LOAM P
RAMONA CLAY LOAM Rc
RAMONA LOAM Ro
ROUGH BROKEN LAND Rl
YOLO CLAY LOAM Yo
YOLO LOAM Y
SCALE IN FEET
0 500 1000 1500 2000 2500 3000

TABLE 7

Density of Beverly Hills Resident Population, 1970

Area*	Population Per Gross Acre	Average Number of Persons Per Dwelling Unit
Hawthorne-Trousdale	6.2	3.0
El Rodeo-Benedict	6.3	3.1
Dayton-Clifton	35.8	1.6
Roxbury Park	32.1	2.1
Beverly Vista	28.8	1.8
Horace Mann	45.6	1.8
Entire City	14.6	2.0
Entire County	3.7	2.4

Source: 1970 U S Census of Housing; Beverly Hills Department of City Planning Original Field Work, 1974. Compiled by the Beverly Hills Department of City Planning, May, 1975.

* Areas are defined by 1970 census tract boundaries as follows:

Hawthorne-Trousdale	Census Tract Number 7006
El Rodeo-Benedict	Census Tract Number 7007
Dayton-Clifton	Census Tract Number 7008
Roxbury Park	Census Tract Number 7010
Beverly Vista	Census Tract Number 7009.01
Horace Mann	Census Tract Number 7009.02

4. GLOSSARY OF TERMS.*

Acceleration - Rate of change in velocity, felt as a force by objects. Measured here in g's, where 1.0g is the acceleration of gravity.

Aftershocks - A sequence of smaller shocks following an earthquake.

Alluvium - Geologically recent surface deposits, which have not undergone significant cementation or consolidation. Typically sands, gravels, silts, or clays.

Anticlinal Structure - An elongated fold in a rock mass where the slides or limbs slope downward away from the crest.

Aseismic - Earthquake resistant.

Bedrock - The solid, undisturbed rock in place either at the surface or beneath superficial deposits of soil.

Creep - An imperceptibly slow, more or less continuous downward and outward movement of slope-forming soil or rock.

Epicenter - The point on the earth's surface directly above the focus of an earthquake.

Fault - A plane of breakage in rock or soil, along which significant (greater than an inch or so) offsetting of the two sides of the plane has taken place, due to tectonic forces.

Fault Scarp - A relatively steep, straight ground slope which is caused by the movement along a fault. Types of fault movements are illustrated in Appendix C.

Fault Trace - The line of intersection of a fault surface with the earth's surface.

Fault Zone - Consists of numerous interlacing small faults.

Geomorphology - The study of the topographic composition of the geological formation of the area.

Ground Breakage and Lurching - Surface cracking or distortion due to motions of the ground during an earthquake. Not necessarily directly connected to a fault plane.

Ground Failure - Possible effect of seismic activity on earth materials including but not limited to landsliding, surface rupture, liquefaction, compaction, and subsidence.

Ground Shaking - Motions of the soil or rock during an earthquake. May or may not

* Source: Regional Planning Commission, Los Angeles County General Plan: Seismic Safety Element: Proposed Element, Draft Environmental Impact Report, 1974.

result in breakage, lurching, or other phenomena.

Groundwater - That part of the subsurface water which is in the zone of saturation.

Intensity (Mercalli) - The degree of shaking at a specified place; rated by an experienced observer using a descriptive scale.

Linear Systems, Nodes, and Corridors - As used in the context of this element, a linear system is a network of facilities and rights-of-way providing for the delivery of a commodity or service. Examples discussed in the text include roadways, pipelines, electrical transmission lines and facilities, channels, and communication networks. Such systems are characterized by nodes which may represent an origin, terminus, or intersection of one or more rights-of-way. Corridors have been defined as routes carrying one or more linear systems or segment thereof.

Liquefaction - The sudden loss of strength of soils under saturated conditions due to earthquake shock.

Lurching - Sudden motion at ground surface due to acceleration of the subsoil from earthquake shock.

Maximum Possible Earthquake - The largest earthquake which the geologist estimates could ever occur on the given fault. The probability of such an earthquake occurring is considered to be extremely remote.

Maximum Credible Earthquake - The largest earthquake which the geologist estimates may occur within the life of the proposed structures (50 - 100 years) on the given fault. The probability of such an earthquake is considered to be low, but is definitely within the realm of possibility.

Maximum Probable Earthquake - The largest earthquake which the geologist estimates is likely to occur on the given fault within the life of the structure (50 - 100 years).
Offset - The horizontal and/or vertical distance between two parts of a faulted bed previously joined.

Pleistocene - The next-to-the-last epoch of geologic time; corresponding with the last ice age; its duration was only about 3 million years.

Possible Ground Rupture Zone - For the present study, any mapped fault or historic breakage longer than 1/2 mile in length, with the zone 1/8 mile wide in rock and 1/2 mile in soil.

Quaternary - The second of the two Cenozoic time periods; encompassed both the Pleistocene and Holocene epochs.

Reverse Fault - A steeply inclined fault, on which motion is primarily in a vertical sense, with the "over hanging" side moving upward. Types of fault movements are

illustrated in Appendix C.

(Richter) Magnitude - A measure of the energy released by an earthquake at its source. See Appendix A.

Right or Left Lateral Fault - A fault on which relative motion is primarily in a horizontal sense, with the motion of the opposite side of the fault, when viewed from one side, to either the right or left, respectively. Types of fault movements are illustrated in Appendix C.

Seiche - The oscillation or sloshing of water in a lake, bay, or other enclosed body of water caused by seismic activity or landsliding.

Seismicity - A general term, relating to the general level of earthquake activity in an area.

Slope Stability - The ability of a slope of soil or rock materials to resist moving downhill.

Stratigraphy - Deals with the formation, composition, sequence, and correlation of the stratified rocks as part of the earth's crust.

Subsidiary Faults - Auxiliary cracks either branching obliquely or lying subparallel to the main line of rupture.

Subsidence - A local mass movement of earth material in which surface material is displaced vertically downward as an areal settlement with little or no horizontal component.

Surface Rupture - Ground breakage at the surface caused by faulting.

Tectonic - Designating or pertaining to changes in the structure of the earth's crust, the forces responsible for such deformations, or the external forms produced.

Thrust Fault - A fault that has a low angle of inclination with reference to a horizontal plane. Types of fault movements are illustrated in Appendix C.

Tsunami - A sea wave generated by a submarine earthquake, landslide, or volcanic activity.

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